Unadilla National MX

CYCLE NEWS®

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West Virginia dual sport challenge

Blackwater 200

Rainey wins GP of Europe

24 Hours of Nelson Ledges

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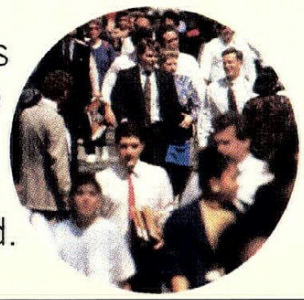

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Let the good times roll.

July 21, 1993 CYCLE NEWS

Chuck Graves (Suz) was the overall Formula USA winner at the WERA California Cycle Jam at Willow Springs Raceway in Rosamond, California, July 11. Graves finished third in the first leg and won the second to top his Valvoline Suzuki teammate **Michael Martin** (Suz) and **Paul Harrell** (Suz). Performance South's **Rich Oliver** (Yam), who won the first F-USA leg but crashed in the second leg, was the Formula II winner, narrowly defeating **Chris D'Aluisio** (Yam) and **Danny Walker** (Yam). **Tommy Hayden** (Hon) slipped past **Rodney Fee** (Hon) to win the Formula III race by inches. Tommy's brother **Nicky Hayden** (Hon) was third.

Defending champion **Scott Plessinger** (KTM) won the fifth round of the AMA National Championship Hare Scrambles Series at Hookstown, Pennsylvania, July 11. Czech **Jan Hrehor** (Yam) was second ahead of local riders **Jeff Lauth** (Kaw), **Robert Bennett** (Kaw) and **Rick Kresic** (Yam). Scorching temperatures forced several riders to drop out, including **Duane Conner** and series points leader **Rodney Smith**, who spent the night in the hospital.

Louis D. Gerencer (H-D) and **Louie Gerencer** (H-D) made the July 11 Logan, Ohio, round of the AMA National Championship Hillclimb Series a Gerencer family affair by finishing 1-2 in the 800cc class. **Glendall Petty** (Tri) prevented a Harley-Davidson sweep of the top five positions as Harley riders **Harry Schreiber** and **Tim Frazier** finished fourth and fifth behind Petty. **Ted Wilkins** (Rtx) topped the 540cc class. **Scott Everett** (Tri) and **Michael Pulver** (Kaw) were second and third, respectively.

The AMA has filed suit in the Superior Court of Cabarrus County, North Carolina, against **Theodore Franklin Cummings** and **Kathryn Cummings**, officers of International Cycle Events Inc., which promoted the AMA National Road Race Series event held at Charlotte Motor Speedway on May 1-2. The suit alleges false representations and concealment of facts by the Cummingses, who presented the AMA with a $78,000 check when they knew there were insufficient funds in the bank to cover the check. The check was in payment of rider purse and rider medical insurance fees and was reportedly accepted at the track on April 30 by **Dick Maxwell**, who was then AMA vice president of sports marketing (he resigned that position on July 8), despite the fact that AMA policy states that payment by check be made two weeks prior to an event (a safeguard to assure that a check clears). The AMA has paid the purse and insurance payments and has sued for recovery of the funds and treble damages. The legal action does not involve Charlotte Motor Speedway, which International Cycle Events had rented as an independent promoter.

Due to scheduling conflicts at the Cal-Expo State Fairgrounds, the **Sacramento Mile** round of the AMA Grand National Championship Series has been rescheduled. Originally scheduled for October 2, the race will now be held Saturday night, September 25.

Shoemaker Productions and the CMC has asked us to spread the word that southern California's **Temecula Motorsports Complex** is "not now nor has it ever been closed." The original Temecula MX track was located on the alleged site of an Indian burial grounds and it will be closed until excavation of the site is completed, hopefully in August. While excavating is going on, a new, temporary track has been built and the 1993 schedule is being followed. The track will be open for practice on August 13 and August 14 and a race will be conducted on August 15. For more information, call 619/246-7262.

The **South African Grand Prix**, which was to have taken place on October 3 as the final round of the 1993 World Championship Road Race Series, has been **canceled** for reasons of "political instability," according to the FIM. In making the announcement, the FIM said, "Information regarding its replacement will be communciated later." If a replacement is not found, there would be only five remaining rounds with the September 12 U.S. GP closing out the series.

As reported last week, **Rothmans** is set to pull out of motorcycle racing, and switch all their sponsorship to Formula One car racing. They will back the dominant Williams-Renault team in 1994 and 1995, and will withdraw not only from motorcycle GP racing but also all involvement with Mitsubishi in the rally-raid series. The decision came as a shock, after nine years in which the British-based South African-owned cigarette firm was a major sponsor, and won seven GP World Championships as well as one TT F1 title and one World Endurance Championship. They also set the tone for the new luxurious paddock life. Their withdrawal leaves the official works Honda team to find new backers for next year. However riders - including **Michael Doohan** and **Daryl Beattie** - are contracted directly to HRC rather than Rothmans. Rothmans came into bike racing with Honda in 1985, backing the works HRC team. They won the 250cc and 500cc titles first time out with **Freddie Spencer** that year, the 500cc title with **Wayne Gardner** in 1987 and with **Eddie Lawson** in 1989. They also won three more 250cc titles, one with Anton Mang and two more with **Luca Cadalora**, who is still reigning champion. Their pull-out is likely to have a serious affect within bike racing, where worried faces were to be seen on all sides. Already rumors linked Team Roberts, rider **Wayne Rainey** and mega-bucks sponsor Marlboro, with a move to Honda for 1994. Other early reports linking Camel with HRC turned out to be wishful thinking. Camel has been displaced from the Team Williams cars by Rothmans, but during the Fourth of July weekend announced a full-scale withdrawal from all forms of motorsport overseas. Another possibility is Canon, also displaced from the Williams team by Rothmans. They announced their withdrawal from F1 racing also during the weekend, and have old associations with Honda.

Wayne Rainey has finally rejected the 1993 Yamaha chassis that has troubled him all season, and switched to a pair of Roc chassis as used by the new-generation Yamaha privateers. The three-time World Champion believes the switch may mark the turning point in his so-far troubled title defense. It echoes last year, when he found himself apparently out of contention, but closed up a huge points deficit on the injured **Michael Doohan** to win the title by the year's end. Now he is 28 points behind **Kevin Schwantz**, and said, "If Kevin drops one race, I'll be right with him." Rainey has complained about the lack of response of the factory chassis since it was first tested in Australia in February, but though the team is now on the third version, he has continued to complain and his results have suffered. "We just don't get the feedback from that chassis - we've been struggling all the time. It doesn't react to setting changes in the normal way. It's been real hard on my mechanics, and Dunlop have built something like 49 different front tires to try and compensate. The Yamaha factory didn't respond to our complaints - I think the worst thing I did was to win the Japanese GP. It was only because the other guys screwed up, but the factory thought it showed their bke was good enough in spite of what I said. I tried the Roc chassis for two laps on race morning at Assen. I wanted to race it there, but the team felt there were too many unknown quantities. I tried it again here (in Spain at the GP of Europe) on the first day of practice, back to back with the factory chassis, and after that I told my mechanics to bolt me up another Roc. Both my bikes are now Roc chassis - we've struggled for long enough with the other one." After struggling to finish fifth at Assen after qualifying on the second row of the grid, in Catalunya he was back and competing for pole position, and hoping that the writing was on the wall for early title leader Schwantz.

John Kocinski to ride Aprilia? Very possible, from the next race onwards. But the affair had not been finalized during the GP of Europe, less than one week after he found himself without a job. In the wake of the former 250 champion's acrimonious split with Team Lucky Strike Suzuki, his name was linked with any number of possible rides for the GP of Europe - but the former 250cc World Champion was a non-starter, and issued a press statement saying he regretted missing what was almost his home GP (he spends most of his time with girlfriend Toti in Catalunya), and promising: "I'll be back." He watched the race incognito among the VIPs and crisp tablecloths in the $175 hospitality suite on top of the pits, where he was the guest of Dorna. There had been a small scramble to secure his services for the rest of the season, most of them wishing he could ride for them right away.

One offer is said to have come Kocinski's way from Cagiva, who could have let him use the bikes in Spain that are usually ridden by the injured **Mat Mladin**, but are said to have wanted a quick decision and a commitment for next year as well.

Another possibility was on the HB Honda 250cc team where he would have filled in for the injured **Doriano Romboni**, but the team decided against replacing their star, who will be back later in the season. The likeliest scenario puts Kocinski on a factory-backed full works Aprilia. Early rumors suggested Chesterfield backing, making him at least a national teammate of motocrosser-turned-road racer Jean-Michel Bayle. Kocinski's price for this year was understood to have dropped sharply, though he hoped to make up lost earnings with big bonuses for race wins and even a title win. But he is said to be reluctant to commit himself for next year.

Kocinski's place on the Suzuki 250cc team went to 24-year-old New Zealander **Simon Crafar**, who moves from the 500cc class where he was riding the Team Peter Graves Harris (to an excellent ninth at Assen). Crafar tested the bike at Paul Ricard, mainly to get the control positions adjusted and the seat moved back, and made a good impression when he rode the bike in anger for the first time at Catalunya, placing 13th fastest in the first (wet) untimed session, and 15th the next morning in the dry. "To be honest, it felt (like) crap at first," Crafar said after the first day. "The bike is still on much softer springs than I need, because John is much lighter than me. He also rides with his weight forward, and ran very quick steering geometry. I like to ride further back, and to have more trail with flatter triple clamps. But everything I said to the team they immediately adjusted the bike, and it is better every time I ride it. They're doing a really good job." Crafar has virtually no 250cc GP class experience, but is a successful superbike rider who admits his ultimate goal is a 500cc GP ride. "But I'm really glad I've had this chance on a works bike," he said.

GP 500cc class newcomer **Yokohama** continued to lose ground in the solo classes, with their last 500cc rider **Andrew Stroud** switching to **Dunlop** tires at Catalunya. Stroud, another New Zealander, took over from American rider **Allan Scott** in chassis constructor Harris's own team at Hockenheim, and raced twice on Yokohamas before following other 500cc riders **Sean Emmett** and **Cees Doorakkers** over to Dunlops. It seems while the Yokohama front tires are acceptable, the rears are still far from the required standard. In the 250cc class, longtime loyal Yokohama user

AMA announces Fall Classic MX Series

The six-event Fall Classic Motocross Series has been announced by the AMA.

The two-day events will feature 125cc and Open class competition for both AMA professional riders and A class amateurs, complemented by full slates of AMA amateur racing.

The 125cc and Open classes will be run under AMA professional racing rules, with any displacement machine eligible for the Open class. Amateur support classes will be at the option of the promoters.

Each race will offer a $7000 purse, with another $6000 to be distributed to the top riders in the final point standings. Salaried factory riders will not be eligible for the point fund awards.

Riders contesting the AMA Fall Classic MX Series will compete in two point-paying motos at each event, with overall race winners based on total points earned.

The events for 1993 have been confirmed at six of the best-known motocross facilities in the east, including three which host AMA National Championship MX Series events.

1993 AMA Fall Classic MX Series

September 25-26	Red Bud Track 'N Trail	Buchanan, MI
October 2-3	Raceway Park	Englishtown, NJ
October 9-10	High Point Raceway	Mt. Morris, PA
October 16-17	Birch Creek Motor Sports & Recreation Park	Danville, VA
October 23-24	Muddy Creek Raceway	Blountville, TN
October 30-31	Gatorback Cycle Park	Gainesville, FL

IN THE WIND By Papa Wealey

Jurgen van der Goorbergh also tried Dunlops after a disappointing season, although he was reluctant to discuss the matter. Yokohama dominates the Sidecar class, and are fairly successful in the 125cc class, but the Japanese company is having trouble with their attempts to broaden their racing penetration.

Doriano Romboni, who ruined his 250cc World Championship challenge to Harada when he broke his leg in a race crash at Assen, will probably miss at least the next two races, at Mugello and Donington Park. The Italian charger had a rod inserted into his broken tibia the day after the crash, and is now back in Italy. He hoped he might be fit in time for the British GP, but his team doubts it, saying, "When we were fighting for the World Championship it would have been worth such an effort, but now that chance has gone and he will do better to let himself recover fully.

The racing return of **Freddie Spencer** has also been put back even further following news that he has only just managed to take his first few tentative steps following surgery to the knee he injured in a practice crash in Japan. Originally he had hoped to be back by now, but now the date has been deferred until sometime in August. He may be back in time for the Czechoslovakian GP, or may possibly not be fit until the last European GP, in Italy.

Juan Garriga made a dismal 500cc GP return after losing his Yamaha ride at the end of last season. He returned to his home track at Catalunya on a Cagiva wild-card ride, but crashed on only his second lap. After that he was still struggling to regain form, and even broke down on the first lap of race-morning warmup. His first-session crash left him and his bike smeared with mud, and interested observers saw him standing outside the pit garage being hosed down by mechanics.

Three GP road race teams have had their racing contracts terminated by IRTA, for various reasons. One is the Argus team of former rider **Niggi Schmassman,** after rider **Jean-Luc Romanens** walked out of what he saw as a below-par effort. Another is Euromoto, who went bust. They had originally entered young Frenchman **Jose Kuhn**, who was taken over to ride the injured Spencer's bike by Yamaha Moto France. They could not afford to replace him. The final casualty is in the 125cc class - newcomer constructors Rumi had a special dispensation to miss Assen after they said they had blown up all their engines. When they failed to arrive in Catalunya as well, IRTA took the opportunity to cross them off the lists. Rider **Hans Spaan** had already quit the team after the first European GP in Jerez.

IRTA has acted to stop the growing trend for increasingly competitive paddock scooters after **Loris Capirossi** was timed at 87 mph in the Catalunya paddock. Teams had been vying with one another to extract the most performance from these humble vehicles, and walking around the paddock had become more and more dangerous as all sorts of people enjoyed the new-found power of these auto-clutch specials. Now IRTA has outlawed the practice, and will enforce a 12 mph speed limit as well.

Racing in Catalunya was delayed by **high winds** that came during the 250cc GP warmup lap. Luckily the bikes had already been pulled off the track when sections of a huge Marlboro sign came adrift and fell onto the circuit. This prompted a press room wag to say: "It's not only Rothmans who is getting out of bike racing."

Michael Doohan is to have another operation on his injured right leg at the end of the season. The leg is badly bowed below the knee as a result of his '92 Assen injuries. "It hinders my riding," Doohan said. "I can't get my foot sideways on the peg like I used to, I can't get my knee properly down on right-handers, and I can't tuck my leg away properly. The leg will have to be broken again to make it straighter. I hope that will also help my ankle to regain movement."

Corrado Catalano, who suffered serious head injuries in the German GP at Hockenheim, has made excellent progress following brain surgery on race evening, and may yet make a complete recovery, according to doctors at the Mannheim hospital, where he is still a patient. Already he has recovered some movement, and is able to feed himself. He has not yet spoken, but doctors hope he will say his first words before leaving the hospital during the next week. He may suffer some slight disability in the future, but is expected to be close to perfect, if not completely so.

Two prototype **BMW singles** made a surprise appearance in the Catalunya paddock. The new dual sport bikes, due to be launched next year, were ridden by two factory testers, who said: "They're not so top secret any more." The bikes were Austrian registered, and had been ridden to Spain via the Alps and the Pyrenees, through Andorra. They were mildly disguised, with the BMW cast nameplates on the ending covers roughly taped over, and the round tank badges missing. The engine is a 650cc Rotax-Aprilia especially developed for the BMW, marking the first time they are to use an engine they have not manufactured themselves. They are also the first BMWs to have chain drive. The mold-breaking new BMWs use twin Mikuni carburetors, have 19-inch front and 17-inch rear wheels, and have bulky bodywork and very large and quiet exhaust systems. The tachometers are red-lined at 8000 rpm, and the rear suspension preload is quickly adjustable via a knurled plastic knob underneath the rear of the fuel tank.

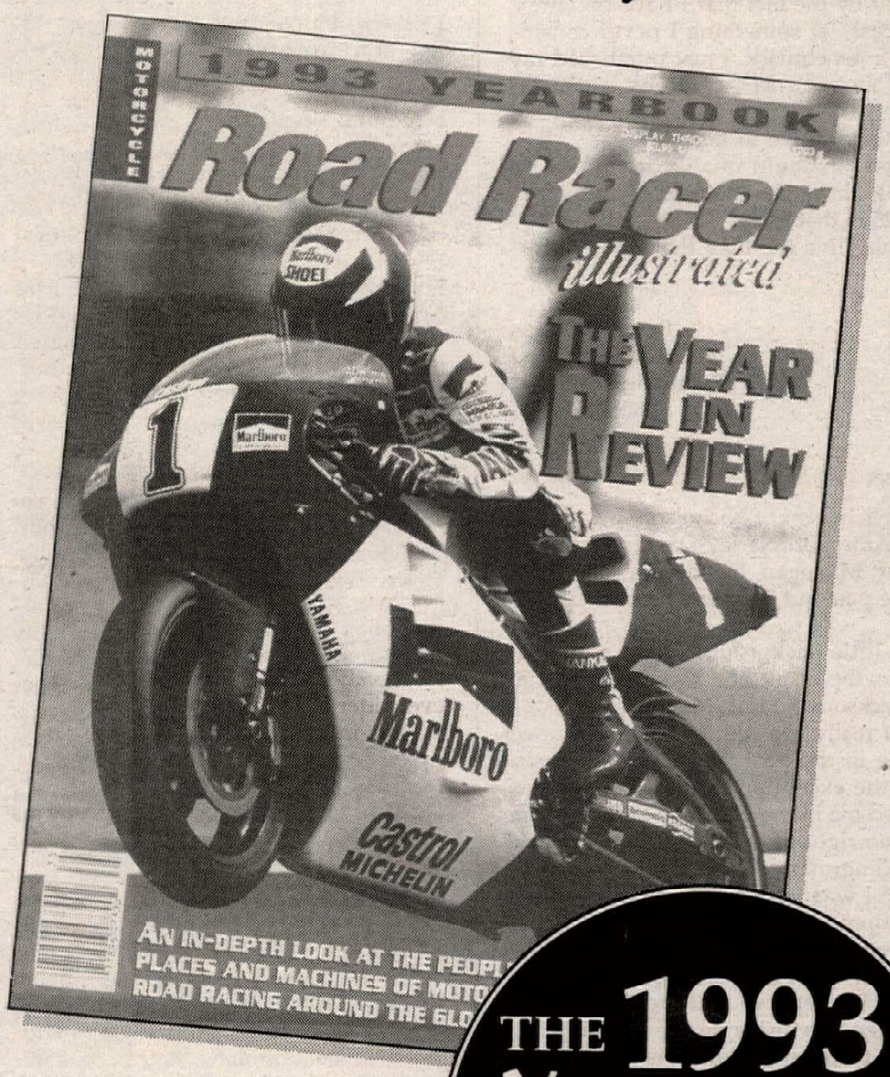
The **AHRMA/Classic Bike Magazine Dirt Track Series** short track round that was rained out at Lembo Lake Park in Modena, New York, on June 5 has been rescheduled to July 31. In addition to the vintage racing an AMA District 3 Championship Short Track will also take place that Saturday evening. For more information, call 914/427-2248.

Due to conflicting with the AMA Amateur MX Championships at Loretta Lynn's, the **Gary Bailey MX School** that was scheduled to take place at Lake Sugartree Motorsports Park in Axton, Virginia, on August 6-8 has been rescheduled to August 2-4. For more information, call 703/650-1759.

AUTOGRAPH SIGNING: At Beechmont Yamaha in Cincinnati, Ohio, Factory Yamaha team members Damon Bradshaw, Doug Dubach and Jeff Emig, on Friday, July 23 from 4:30 p.m. to 6:00 p.m. Info: 513/752-0088. CN

MOTORCYCLE 1993 YEARBOOK

Road Racer *illustrated*



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VOICES Letters to the editor

Golden purchase

Of all the things I thought I would measure success in life by - one good marriage, a steady job, a nice house, etc., I seem to have failed at them all. I console myself by the fact that I have become a "success" at something I never considered a benchmark. I just purchased my 50th Yamaha RD. I hereby proclaim myself the biggest RD nut of all time and would love to hear from any challengers. I should qualify my claim by saying I have included some R5s and an RD125 in that total.

Long live the bike that nobody forgets!

Bruce Mangels
40253 161st St. East
Palmdale, CA 93591
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Class act

Roy Nicholson of Nicholson Enterprises and American Harley-Davidson in Ann Arbor, Michigan, has been a great help in the past but this time he outdid himself!

A little background: I am a quadriplegic, the result of a racing accident at the Jacksonville Half Mile in 1981. Not a lot of really neat things have happened to me in the past 12 years. Yesterday was the exception. Roy Nicholson has helped me in the past (at a benefit given for me right after the accident and by spending many hours visiting with me while I was hospitalized with a kidney infection) and he has known for a couple of years that I thought Ricky Graham was a class act. With the help of Doug Fay (Ricky's 883 mechanic), Roy managed to surprise me by bringing Ricky Graham by for a visit. Saying he surprised me is an understatement. When I saw Roy drive up and Ricky get out of the truck, I darn near blacked out!

I've been around almost 50 years and I'm not easily impressed but I was yesterday. These two guys took four hours or so out of their busy schedule to visit a guy Ricky didn't know from Adam. What a nice guy. We were at ease, he talked, he listened, and I was in hog heaven. You can't ask for a nicer guy. What you see is what you get and I can't thank him enough.

Speaking of thanks, there are a couple of special people I would like to thank for all they have done for me over the past 12 years: Roy Nicholson, Clyde and Perry Younce, David Bloom, Bob Kruzel, my skydiver buddy Gary Steinman, and most of all my wife, who is my best friend. Thanks to all of you.

Michael Morio
Redford, MI

Devils Bowl heat

My wife, Velma, and I have promoted AMA races at Devils Bowl Speedway in Mesquite, Texas, since 1980. An item in the In The Wind section of your June 30 issue said Terry Poovey had only been beaten once at Devils Bowl and Poovey said "no one has ever raced a motorcycle there at night." Both statements are incorrect as is the advertisement that the 1993 AMA National is the first National at Devils Bowl. My wife and I have promoted 99.5% of all the motorcycle races at Devils Bowl the last 13 years, including several night races, the last being in October 1992. We also hosted the AMA National at night in October 1988. Chris Carr won that race, defeating Poovey and the next day Carr again beat Poovey. In addition, Steve Morehead defeated both Carr and Poovey on his 750 that day. Carr again came to Devils Bowl in 1991 and won everything, and Sammy Sweet defeated Poovey in 1987. However, Poovey is still the winningest-ever rider at Devils Bowl with only five defeats in main events of dash for cash races since 1981, according to our records.

Also, for those who are phoning us and asking why we did not get to do the 1993 AMA National at Devils Bowl after spending 13 years building the AMA races to where they are today, the answer is that we tried but another promoter, who worked for the AMA at that time, got the event.

Robert Bagwell
Mesquite, TX

The Nationals the Bagwells promoted at Devils Bowl were 600 Nationals. The race promoter they are referring to is former Grand National Champion Mike Kidd and he is promoting the first-ever AMA Grand National Championship race at Devils Bowl. It was rained out on June 19 and the following day and rescheduled for August 14...Editor.

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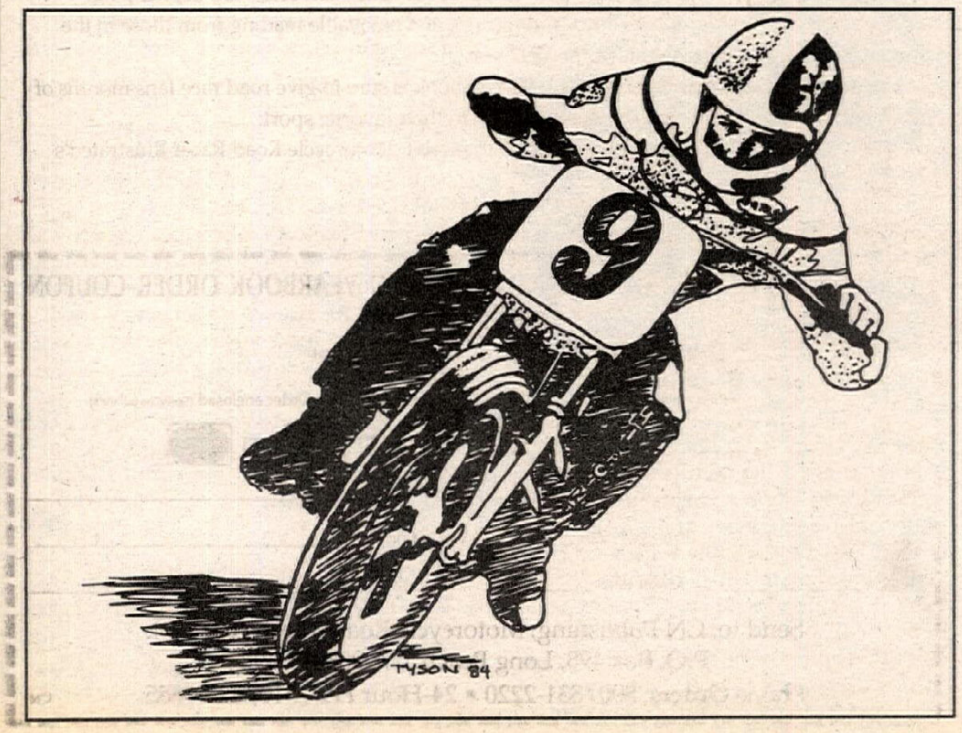

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ON THE FRONT PAGE:

A pair of riders stopped and enjoyed the scenery in the Blackwater Falls State Park during the third running of the Blackwater 200 dual sport ride in West Virginia. See page 12 for a report on the two-day ride. Photo by Jim Talkington.

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America's weekly motorcycle newspaper

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MOTOCROSS AMA National Championship 125/250cc MX Series: Rounds 6/6

Kiedrowski forges ahead, Dobb breaks the ice at Unadilla

Winner Mike Kiedrowski (3) and John Dowd (27) dice for the 250cc class lead on, what was this year, a dusty Unadilla track.

By Donn Maeda

NEW BERLIN, NY, JULY 11

The toughest weather conditions in recent memory greeted the record 255 professional racers who showed up to compete on the famous Unadilla Valley Sports Center motocross track, and when the thick, lingering dust settled, it was Team Kawasaki's Mike Kiedrowski and Team Hotwheels/Splitfire/Pro Circuit/Kawasaki's James Dobb who negotiated the whoops, ruts, holes, and rocks better than their competitors to emerge the winners in the 250 and 125cc classes, respectively.

While Kiedroswki's win was his fifth of the series and no real surprise to the estimated 10,000 specatators who showed up despite a continuing heat wave and lined the picturesque, natural-terrain track, Dobb's victory in the 125cc National raised more than a few eyebrows. For the past few seasons the 21-year-old Englishman had contested the World Championship 250cc MX GP Series with limited success, and in 1993 left Europe to contest the Camel Supercross and AMA National MX Series as a member of the "privateer" Hot Wheels team. Until now, Dobb's results had been less-than-stellar, as pre-season injuries slowed the foreign rider.

"I've won a Grand Prix heat (race) before, but this is the first time I've won any sort of major event," said Dobb. "I've been steadily improving each week as I heal and increase my conditioning. This helps my confidence a great deal."

Dobb spanked the competition in the first moto, capitalizing on the mechanical failures and crashes of his competitors, and raced to a conservative fourth-place finish in the second moto to secure his overall victory. Second and third on the day were Team Honda's newly-crowned Supercross Champion Jeremy McGrath and Yamaha's defending 125cc National MX Champion Jeff Emig, respectively. Current series point leader Doug Henry of Team Honda suffered an engine seizure in the first go-round, but rebounded with a commanding win in moto two to maintain his point lead by a slim one-point margin, 233-232, over McGrath. Emig sits a close third with 230, while privateer Honda rider Erik Kehoe, fifth at Unadilla, holds down fourth with 183. Fifth-placed Dobb has 158.

Dobb's 1-4 finishes earned him $1300 of the $12,500 125cc purse, while McGrath and Emig went home with $1050 and $900, respectively.

In the 250cc class, Kiedrowski crashed on the opening lap of moto one and raced to a second-place finish behind his Kawasaki teammate Mike LaRocco, but showed everyone who was boss by trouncing the second moto with a start-to-finish romp. LaRocco finished second, good enough to secure second overall ahead of Honda's Steve Lamson, who earned third overall with a pair of place-position finishes. Absent from the pits was defending 250cc National Champion Jeff Stanton, as the Team Honda rider sat out the race in order to rest a nagging back injury that has haunted him for the past few weeks. Also missing from the leader board was Damon Bradshaw. The factory Yamaha rider grabbed the holeshot in the first moto but crashed as he negotiated the first turn and retired for the day with a jammed left wrist.

"I didn't do so good here at the 250cc GP last year, but I just tried to put that out of my head and race with an open mind," said Kiedrowski. "Even after I crashed I knew that I could probably catch up pretty good, especially since I've been winning with pretty big leads lately."

With two of his major title-rivals on the sidelines, Kiedrowski continued to pad his already sizable series point lead, and now enjoys a 78-point lead over LaRocco, who leaped from fourth to second in Stanton's absence. Kiedrowski boasts 289, while LaRocco and Stanton have earned 211 and 201, respectively. Though he holds a seemingly unsurmountable lead with only two rounds left, Kiedrowski is quick to point out that "it ain't over 'till it's over."

With talk of the Glen Helen OHV Park 250cc series finale paying double points due to its single-moto format, Kiedrowski admits that such a race could make or break a championship title race.

"I think it's a really bad idea," said Kiedrowski. "The one moto idea is bad enough. That idea (double points) just makes it worse."

Sporting parallell 1-2 and 2-1 moto scores, Kiedrowski and LaRocco each

earned a $1600 share of the $15,000 250cc purse. Lamson went home $1000 richer.

250cc National

Normally a slow starter, Bradshaw thought he had turned his luck around as he raced off the line in the first 30-minute-plus-two-lap moto and led the 40-rider field into the first turn. Unfortunately, Bradshaw's luck didn't hold out, and neither did his front tire.

"I was pretty excited about getting the holeshot, but as I entered the turn my front end just washed out," said Bradshaw, who retired for the day with a tender left wrist. "I don't think it's broken, but I know that something is wrong."

Kiedrowski was right behind Bradshaw and took over at the point position, but his luck would soon run out as well. In the third turn, the "MX Kied" found one of the few muddy patches on the course and begin to slide, but was able to save it as he slammed into the next berm. That's when CPE's Scott Myers came along. Obviously pumped to be running in a top-two spot, Myers was charging too hard to avoid the bobbling Kiedrowski and sent the series point leader flailing.

"I thought I had it under control, and then 'BAM!' I was down," said Kiedrowski, who held no grudges against Myers. "I got up about 30th or so, but I knew that the race was long enough to catch up."

While Kiedrowski remounted and began an admirable charge through the field, Tuf Racing/FMF-sponsored John Dowd took over and pulled out an early 10-second lead over LaRocco, Suzuki's Jeff Matiasevich and Guy Cooper, Noleen Yamaha riders Larry Brooks and Kyle Lewis and a hard-charging Lamson. Brooks' ride near the head of the pack ended on lap two, as he lost control of his Yamaha while jumping into Gravity Cavity and went over the bars. Brooks was slow to rejoin the race, as his YZ landed in a large puddle at the bottom of the chasm.

Meanwhile, Dowd maintained his lead over LaRocco, who began to steadily pull away from the battle over third. Lamson appeared to gain the upper hand on that battle while Cooper, Matiasevich, and Tuf Racing's Mike Healey scrapped over fourth. Healey had come from out of the top 10 and looked to be on his way even further up in the pack, but a large rock stopped his charge.

"I was right on Cooper and he swapped on a big rock," said Healey. "I saw it come flying off his rear tire and it hit my right wrist. My hand went totally numb after that and I couldn't hang on."

By the time the crossed flag came out on lap seven, signifying the halfway point, Kiedrowski had zipped through the field and moved into fourth behind leader Dowd, LaRocco and Lamson. Cooper and Matiasevich had been little match for Kiedrowski, and hardly put up a fight as he went by.

"This is the roughest track I've ever ridden on," said Matiasevich, who looked strong throughout the moto and finished an eventual fifth. "There's absolutely nowhere to let up. And the dust is so bad that you can't see all of the bumps. I rode a little stiff in the first half of the race, but then I loosened up and started to go good."

Up front, LaRocco appeared to be stalking Dowd, who saw his once-commanding lead shrink to nothing on the 10th lap when LaRocco turned up the heat.

"I kept my distance in the beginning of the race," said LaRocco. "The berms are so silty that you had to stay out of them to keep from blowing up your motor. I had to stay out of Dowd's dust at the same time that I was trying to stay in the center of the track. I just waited for him to calm down before I made my move."

Steve Lamson (21) leads Mike LaRocco (5) out of Gravity Cavity. The two rivals finished second and third overall, respectively.

LaRocco gassed it a little harder than Dowd as they raced up and out of Gravity Cavity, and sailed into the lead as they approached the following corner.

"I knew that Mike was back there, and after he passed me I knew that I could stay with him and maybe get him back," said Dowd, who did indeed stay on LaRocco's heels.

Obviously a crowd favorite, Dowd thrilled the fans as he nosed in repeatedly on LaRocco. Unfortunately, though, Dowd fell victim to the dusty conditions on the final lap when his motor locked up tight as a drum.

"It started to slow down a few laps before," said a heartbroken Dowd. "The air filter got packed with dirt, and it eventually sucked it into the motor."

With that, LaRocco cruised to a commanding win, well ahead of the rest of the field. Kiedrowski had overtaken Lamson on the eighth lap on the long straightaway near the far side of the track, and he motored home second after Dowd's demise. Lamson held on to finish a secure third, well ahead of Cooper, Matiasevich, DeVol's Lance Smail, Lawrence and the very-popular JoJo Keller, who came out of retirement only five weeks earlier.

"I haven't raced a National, or even ridden a bike, for that matter, since 1989," said the 31-year-old New Englander, who credited Brockton Cycle Center, Sinisalo, Arai, Factory Connection, Pro Circuit, Scott and Dunlop as his sponsors. "I started riding and training five weeks ago, and I'm really pleased to do so well. I've been working as a commercial fisherman since I retired, but racing has always been my first love. It's good to be back."

Keller, who appeared to weigh even more than he did when he was a regular on the National circuit, topped Lewis and Kawasaki's Mike Fisher, who rounded out the top 10.

Kiedrowski grabbed the holeshot in moto two and for all intents and purposes, the race was over. LaRocco gated unusually well and trailed only his teammate and Lamson off the line, and took over the runner-up position on lap five when he passed Lamson coming out of the wooded section of the course.

"I wanted to get by Steve real quick because I knew that Mike would break away," said LaRocco. "I had a couple of little falls on the first lap, but I was able to recover real quick. Lamson was riding kinda wild at first, so I knew I had to be careful when passing him."

When he took over second, LaRocco found himself faced with a seven-second gap between himself and the leader, and slowly but surely gnawed away at his deficit. By the eighth lap it appeared as if

Great Britain's James Dobb scored the 125cc National class win via 1-4 moto finishes.

Jeff Emig (1) leads Dobb (100) and series points leader Doug Henry (15) in the 125cc class.

LaRocco was in striking distance, but as they lapped Dirt Squirt's Anthony Amaradio, LaRocco got held up and lost all that he had gained.

"There were quite a few lappers that held me up," said LaRocco. "But that's all a part of racing."

Kiedrowski soldiered on, and greeted the checkered flag with his fists thrust high in the air some eight seconds ahead of LaRocco.

"I just made sure I didn't crash," said Kiedrowski. "The track was so dusty at times that I would look to the next clearing, lean back, gas it, and just hold on. This is the choppiest track I've ridden on."

Following the Kawasaki teamsters home nearly a minute later was Lamson, who in turn enjoyed a healthy lead over Dowd, who came from as far back as 25th to secure fourth.

"I was good for about half of the race, then I just got tired out," admitted Lamson. "There was nowhere to rest; I'm just pooped out."

"The Kawasaki guys added some extra foam to my airbox to keep the dust out in the second moto," said Dowd. "I got a bad start and had to come from

MOTOCROSS AMA National Championship 125/250cc MX Series: Rounds 6/6

way back. I just kept trying the whole way, through."

Brooks was the last rider to fall victim to Dowd's charge, and finished fifth ahead of Cooper, Lawrence and Keller.

"To be honest, I didn't expect anything here today," said Keller, quite pleased with his performances. "I'm a little too heavy for 250s, but I really hope to get something going for the 500 series. That's when I'll really go fast."

Matiasevich and Lewis rounded out the top 10.

125cc National

The dusty conditions wreaked havoc on the 125cc class, evidenced by the large number of riders who could be seen pushing their seized machines back to the pits.

Suzuki's Ezra Lusk pegged the holeshot in the first moto and led Team Green/Fox Racing's Scott Sheak, Emig, McGrath, Honda of Troy's Todd DeHoop, Suzuki's Larry Ward and Dobb through the first turn. Emig went down in the third turn and remounted 12th.

"I was just trying too hard. I went inside of Sheak and slammed into him and fell; it was a bad move," said Emig. "Then when I got up I had some terrible lines and couldn't get going."

Meanwhile, Lusk began to open an immediate lead over Dobb, who slithered through the field on the wacky opening lap to nail down second. Sheak held third, five seconds ahead of Henry, Ward and McGrath.

"I felt good," said New Yorker Sheak. "I've always done pretty good at this track, and I'm getting more used to running up front in the Nationals."

Unfortunately for Sheak, he would become the first victim of the dust as he ground to a stop on lap seven.

"I was going high in the berms and they're really thick," said a disappointed Sheak. "I guess my air filter got clogged."

Lusk appeared to have things well in hand, but on lap seven spun out in the mechanics' turn and found himself second behind Dobb when he remounted.

"I'm not sure exactly what happened," said Lusk. "I just lost the front end."

"I was beginning to pick up the pace after I got comfortable with the course," said Dobb, "But then Ezra made a big mistake and saved me the trouble of catching him."

Once into the lead, Dobb was gone. Lusk kept the Englishman honest for four laps before screeching to a halt with a blown motor and handing second to McGrath, who enjoyed a seven-second lead over Ward.

"I rode real tight for the first half of the race," said McGrath. "I was scared because I couldn't see the bumps in the dust. But after I started to get comfortable I went pretty fast. I think I would've passed Ezra anyway."

Dobb greeted the checkered flag 12 seconds ahead of McGrath and Ward, while Emig worked back up to fourth after his first-lap spill.

After running as high as fourth, Henry began to slow with an ailing motor and eventually dropped out on the 10th lap, another victim of the dust.

"It started slowing down gradually," said Henry. "I knew that something was going wrong, and my heart sank when the bike quit."

Henry's team Honda mechanic Pete Steinbrecher with help from the other crew members, changed motors in Henry's machine between races in hopes of salvaging some points in the final.

McGrath blew the field away at the start of the second moto and led Dobb, Henry, Kehoe and Emig through turn one. Emig hustled in the first few turns, and as he flew out of Gravity Cavity, held down second behind McGrath.

Together, McGrath, Emig, Henry and Dobb quickly began to pull away from the rest of the field, with McGrath and Emig inching away from Henry and Dobb in the early going.

The first 10 laps of the race were rather uneventful as the four riders freight-trained around the track, but the sparks began to fly on lap 11. Emig suddenly turned up the wick and began to hound McGrath for the lead, and at the same time Henry came to life and closed the distance between himself and the two front-runners. Dobb seemed content to sit fourth.

"I was basically waiting," said Emig. "I knew that Jeremy would start to get tired and I could pass him in the end."

Emig made his move on the inside of a loamy left-hander and passed McGrath with ease, but suddenly found himself under attack from Henry, who followed suit later that same lap.

"When I saw Jeff pass Jeremy, I knew I had to make my move," said Henry. "Otherwise he would have pulled away."

Henry shadowed Emig on the next lap and performed a brilliant pass by jumping into the outside of a sweeping left-hander while Emig rolled to the inside.

"I knew I could pass McGrath, but I sure wasn't expecting ol' Henry to come along," said Emig. "No excuses, he was just haulin' ass."

Henry was never again challenged and raced home the moto winner ahead of Emig, who stayed close, and a distant McGrath, who appeared to give up once his rivals motored past.

"This is probably one of my least favorite tracks," said McGrath. "I just got tired."

Dobb, though, didn't tire and rode to a steady fourth-place finish, good enough for the overall win.

"The other guys simply went faster than I did in the second race," said Dobb. "But I saw that Doug had passed Jeff and I knew the overall was mine. That's what counts." CN

Results

125 MOTO 1: 1. James Dobb (Kaw); 2. Jeremy McGrath (Hon); 3. Larry Ward (Suz); 4. Jeff Emig (Yam); 5. Brian Swink (Suz); 6. Eric Kehoe (Hon); 7. Tim Ferry (Yam); 8. Jimmy Button (Suz); 9. Mike Treadwell (Yam); 10. Doug Dubach (Yam); 11. Jeff Dement (Yam); 12. Damon Huffman (Suz); 13. Barry Carsten (Suz); 14. Kevin Crine (Hon); 15. Davey Yezek (Kaw); 16. Todd Dehoop (Hon); 17. Jason Krempin (Hon); 18. Ray Crumb (Kaw); 19. Damian Plotts (Suz); 20. James McIlvaine (Hon); 21. Carter Gurnee (Yam); 22. Carlo Coen (Kaw); 23. Scott Carter (Suz); 24. Pedro Gonzalez (Kaw); 25. Nathan Ramsey (Suz); 26. Ken Clark (Hon); 27. Eric Reilly (Suz); 28. Timothy Beachak (Kaw); 29. Jeffrey Brownlee (Suz); 30. Ezra Lusk (Suz); 31. Brian Deegan (Kaw); 32. Doug Henry (Hon); 33. Dana Wiggins (Hon); 34. Wally Silva (Suz); 35. Scott Sheak (Kaw); 36. Chad Lough (Suz); 37. Keith Troccolo (Kaw); 38. Josh Kellogg (Kaw); 39. Chad Pederson (Yam); 40. Doug Stone (Kaw). **Time:** 36 minutes, 31 seconds.

125 MOTO 2: 1.Henry; 2. Emig; 3. McGrath; 4. Dobb; 5. Kehoe; 6. Ferry; 7. Treadwell; 8. Huffman; 9. Ward; 10. Crine; 11. Swink; 12. Dement; 13. Carter; 14. Deegan; 15. Carsten; 16. Gurnee; 17. Lough; 18. Ramsey;

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1993 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

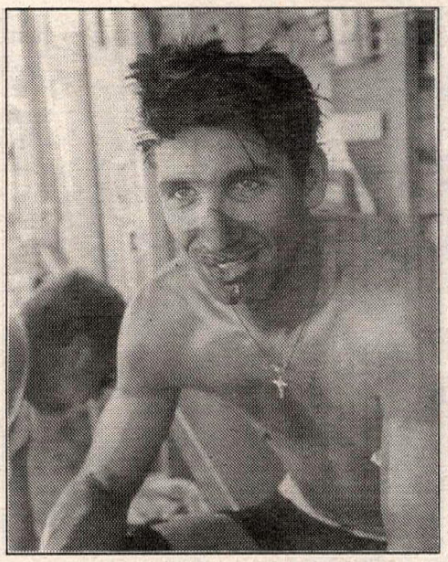
19. Mcilvaine; 20. Plotts; 21. Lusk; 22. Reilly; 23. Stone; 24. Krempin; 25. Beachak; 26. Clark; 27. Troccolo; 28. Brownlee; 29. Yezek; 30. DeHoop; 31. Dubach; 32. Button; 33. Crumb; 34. Kellogg; 35. Sheak; 36. Coen; 37. Gonzalez; 38. Wiggins; 39. Silva; 40. Pederson.
Time: 36:11.

125 O/A: 1. James Dobb (Kaw); 2. Jeremy McGrath (Hon); 3. Jeff Emig (Yam); 4. Larry Ward (Suz); 5. Eric Kehoe (Hon); 6. Tim Ferry (Yam); 7. Mike Treadwell (Yam); 8. Brian Swink (Suz); 9. Doug Henry (Hon); 10. Damon Huffman (Suz); 11. Jeff Dement (Yam) ; 12. Kevin Crine (Hon); 13. Barry Carsten (Suz); 14. Jimmy Button (Suz); 15. Doug Dubach (Yam); 16. Scott Carter (Suz); 17. Brain Deegan (Kaw); 18. Davey Yezek (Kaw); 19. Carter Gurnee (Yam); 20. Todd DeHoop (Hon); 21. Chad Lough (Suz); 22. Jason Krempin (Hon); 23. Nathan Ramsey (Suz); 24. Jim Mcilvaine (Hon); 25. Damien Plotts (Kaw); 26. Ray Crumb (Kaw).

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (after 6 of 12 rounds): 1. Doug Henry (233/1 win); 2. Jeremy McGrath (232/2); 3. Jeff Emig (230/2); 4. Erik Kehoe (183); 5. James Dobb (158/1); 6. Larry Ward (135); 7. Damon Huffman (128); 8. Brian Swink (128); 9. Ezra Lusk (126); 10. Tim Ferry (106); 11. Scott Sheak (81); 12. Ryam Hughes (78); 13. Doug Dubach (75); 14. Denny Stephenson (59); 15. Todd DeHoop (59); 16. Michael Craig (53); 17. Jeff Dement (53); 18. Barry Carsten (53); 19. Jimmy Button (51); 20. Jimmy Gaddis (48).

250 MOTO 1: 1. Mike LaRocco (Kaw); 2. Mike Kiedrowski (Kaw); 3. Steve Lamson (Hon); 4. Guy Cooper (Suz); 5. Jeff Matiasevich (Suz); 6. Lance Smail (Yam); 7. Phil Lawrence (Suz); 8. JoJo Keller (Yam); 9. Kyle Lewis (Yam); 10. Mike Fisher (Kaw); 11. Jaimy Scevenels (Hon); 12. Scott Myers (Kaw); 13. Anthony Amaradio (Kaw); 14. Jeromy Buehl (Yam); 15. Larry Brooks (Yam); 16. Matthew Crown (Yam); 17. Brian Carroll (Suz); 18. Ricky Ryan (Yam); 19. James Kapitan (Suz); 20. Greg Bowen (Yam); 21. Joel Dengler (Kaw); 22. Andy Fleck (Suz); 23. Philip Carlin (Yam); 24. Trey Owens (Yam); 25. Tony Graves (Yam); 26. John Dowd (Kaw); 27. Ted Holt (Yam); 28. Todd Richotte (Yam); 29. Bruce Stratton (Suz); 30. Brian Behrmann (Suz); 31. Cliff Palmer (KTM); 32. David Gaylord (Kaw); 33. A.J. Whiting (Yam); 34. Mike Healey (Suz); 35. Kurt McMillen (Yam); 36. William Dzielak (Hon); 37. Patrick Barton (Suz); 38. Rich Taylor (Suz); 39. Jeff Curry (Kaw); 40. Damon Bradshaw (Yam).
Time: 36:04.

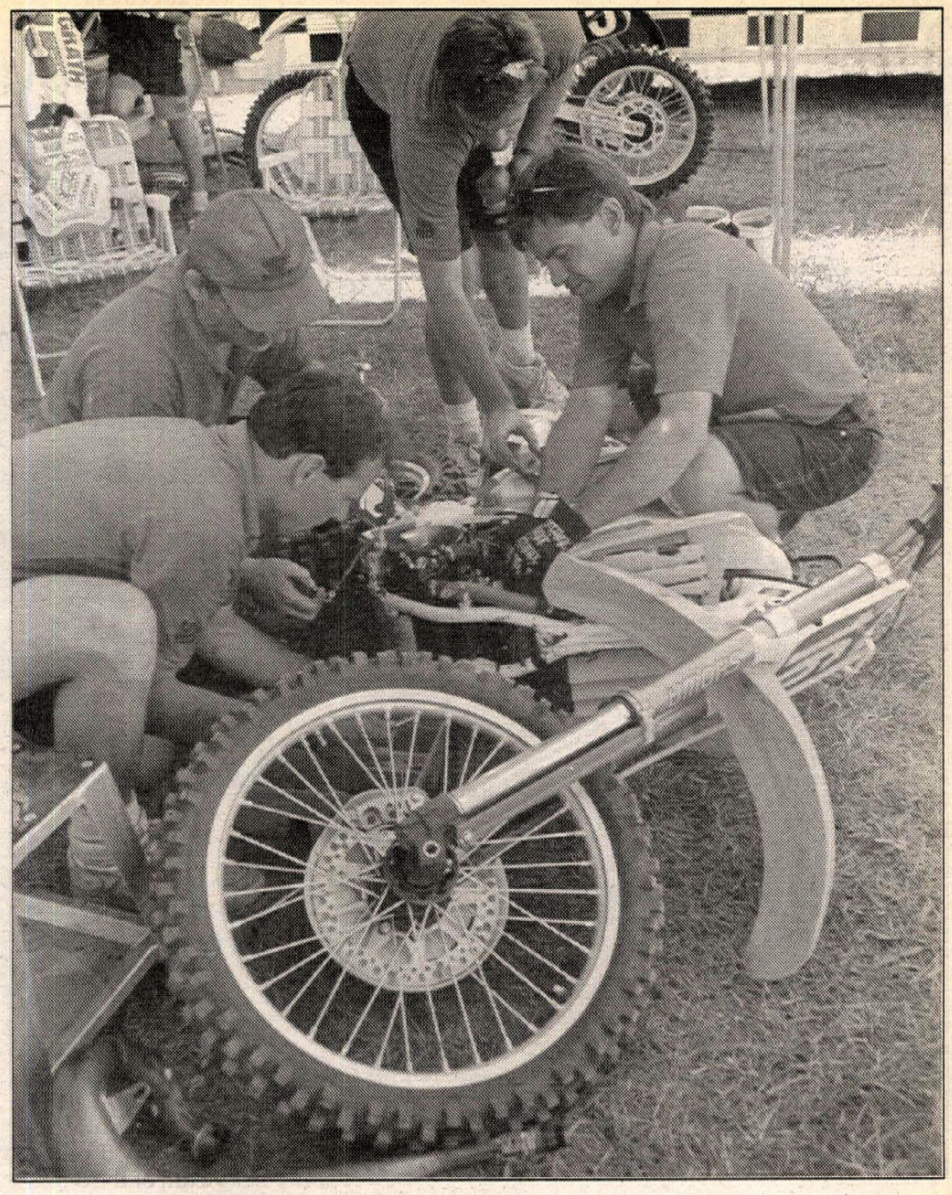
250 MOTO 2: 1. Kiedrowski; 2. LaRocco; 3. Lamson; 4. Dowd; 5. Brooks; 6. Cooper; 7. Lawrence; 8. Keller; 9. Matiasevich; 10. Lewis; 11. Dzielak; 12. Kapitan; 13. Amaradio; 14. Scevenels; 15. Dengler; 16. Myers; 17. Stratton; 18. Ryan; 19. Fisher; 20. Whiting; 21. Graves; 22. Barton; 23. Fleck; 24. Buehl; 25. Curry; 26. Crown; 27. Carlin; 28. Holt; 29. Richotte; 30. Owens; 31. Palmer; 32. Smail; 33. Bowen; 34. Behrmann; 35. Carroll; 36. Gaylord; 37. Healey; 38. McMillen; 39. Taylor; 40. Bradshaw.
Time: 35:51.



Jeff Matiasevich survived the heat and dust to finish sixth in the 250cc class.

250 O/A: 1. Mike Kiedrowski (Kaw); 2. Mike LaRocco (Kaw) 3. Steve Lamson (Hon) ; 4. Guy Cooper (Suz); 5. Phil Lawrence (Suz); 6. Jeff Matiasevich (Suz); 7. JoJo Keller (Yam); 8. Kyle Lewis (Yam); 9. Larry Brooks (Yam); 10. John Dowd (Kaw); 11. Jaimy Scevenels (Hon); 12. Anthony Amaradio (Kaw); 13. Lance Smail (Yam); 14. Scott Myers (Kaw); 15. Mike Fisher (Kaw); 16. James Kapitan (Yam); 17. William Dzielak (Hon); 18. Jeromy Buehl (Yam); 19. Joel Dengler (Kaw); 20. Ricky Ryan (Yam); 21. Matthew Crown (Yam); 22. Bruce Stratton (Suz); 23. Brian Carroll (Suz); 24. A.J. Whiting (Yam); 25. Greg Bowen (Yam).

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (after 6 of 8 rounds): 1. Mike Kiedrowski (289/5 wins); 2. Mike LaRocco (211); 3. Jeff Stanton (201); 4. Steve Lamson (199); 5. John Dowd (185); 6. Phil Lawrence (161); 7. Guy Cooper (161); 8. Damon Bradshaw (123/1); 9. Cliff Palmer (120); 10. Jeff Matiasevich (95); 11. Larry Brooks (83); 12. Ray Sommo (56); 13. Dag Boyesen (55); 14. Brian McElroy (45); 15. Anthony Amaradio (40); 16. Jeromy Buehl (40); 17. Jeff Curry (39); 18. Lance Smail (36); 19. William Dzielak (33); 20. Kyle Lewis (31).



Henry was leading the first 125cc moto before his bike seized due to the choking dust.

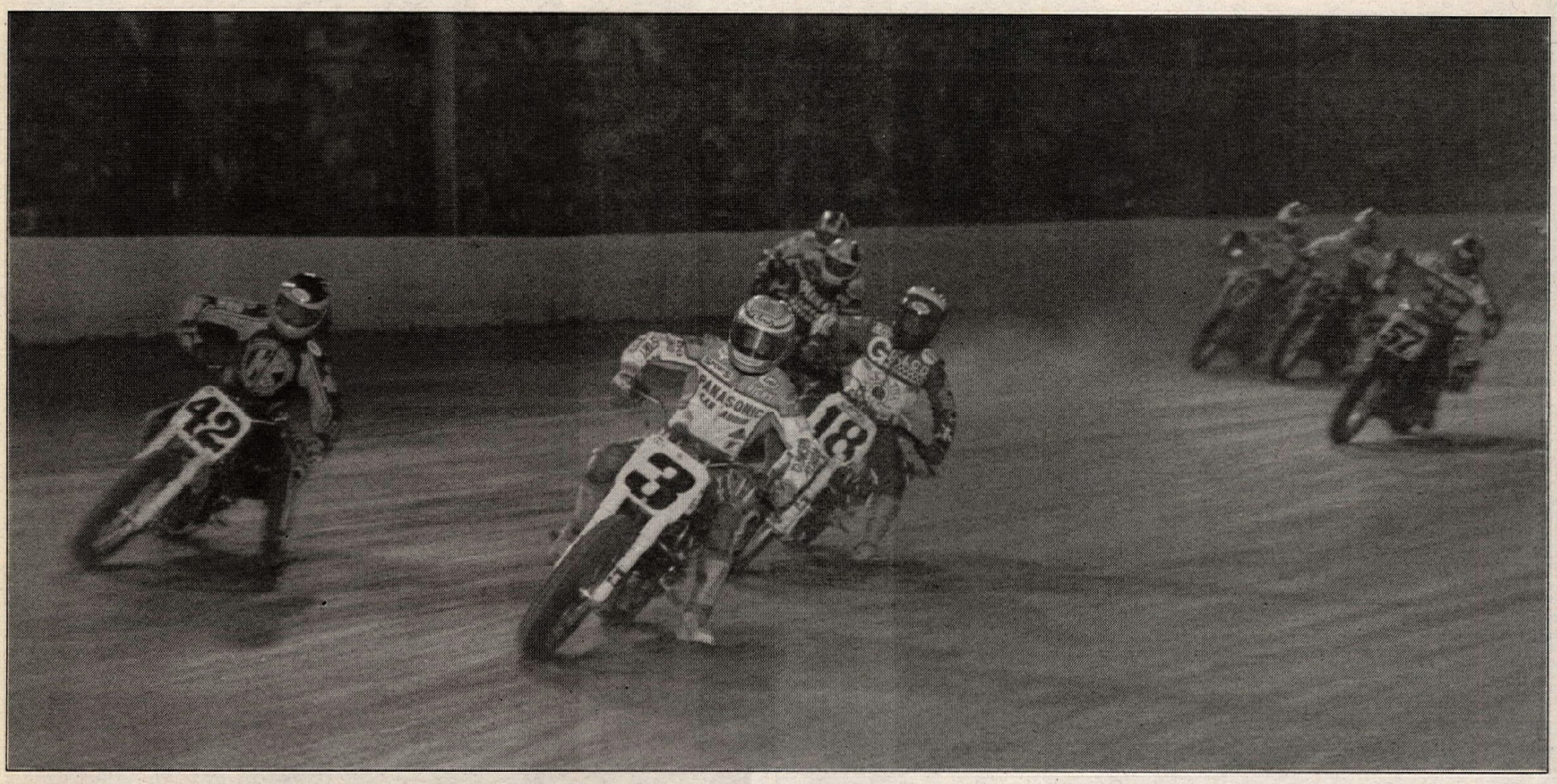
Once again, Team Yamaha's Jeff Emig spent this Fourth of July celebrating his independence from the competition at Red Bud Track 'N Trail in Buchanan, Michigan.

Emig completely ruled both motos, winning each one by a giant margin. This was a familiar sight to anyone who was around for his first National career win in the 125cc class last year at the same spot.

Jeff hammered his way to victory on a '93 Yamaha YZ125. And if the power and guts of the '93s are any indication, keep an eye out for the all-new '94s. They're guaranteed to be leading the pack all next year.

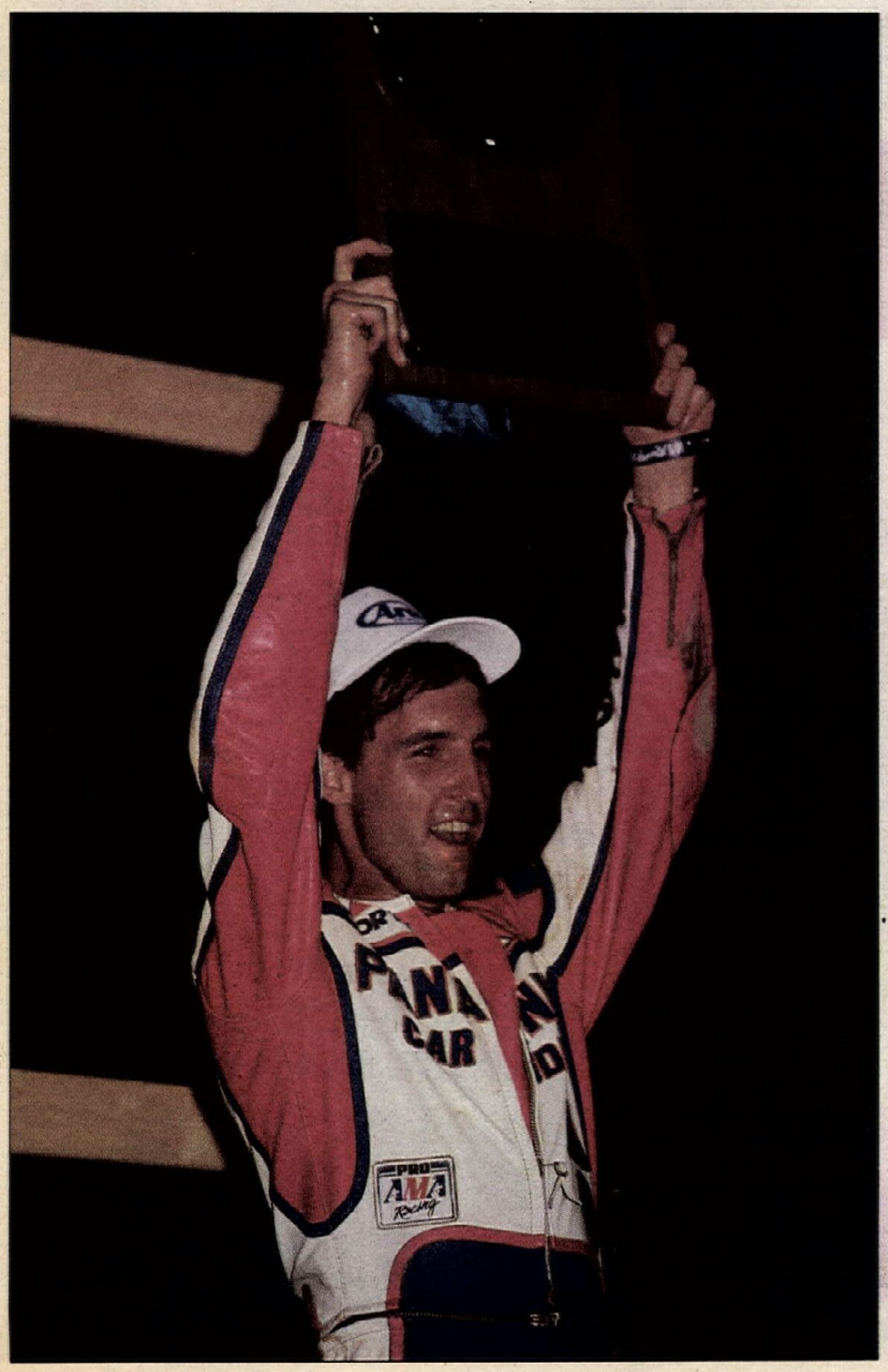
TEAM YAMAHA

DIRT TRACK AMA Grand National Championship Series: Round 10



Ricky Graham (3) pulled the holeshot and led all the way at the Hagerstown Half Mile. Steve Morehead (42), Terry Poovey (18) and the rest of the field chased Graham.

Undo Racing's Ricky Graham hoists his victory clock/plaque in winner's circle.



Graham strikes again in Hagerstown

By Henny Ray Abrams

HAGERSTOWN, MD, JULY 10

Gathering strength and confidence with every race, Undo Racing's Ricky Graham continued his renaissance by running away with the 13th Annual Hub City Classic Half Mile on a steamy night at the Hagerstown Speedway. It was the former Grand National Champion's third victory in a row and, from the flash of the green light, there was never any doubt that he would take his fourth Grand National win of the season.

"I'm riding better than I ever have in my life," the Salinas resident said following his runaway win aboard the Johnny Goad-tuned Honda RS750. "I'm obsessed with racing. I'm doing what every racer wants to do. To come back like this is unbelievable."

What was unbelievable was his margin of victory after 25 laps in the normally nip and tuck sport. He won by over a straightaway, coasting into the first turn after winning as second place finisher Steve Morehead, aboard the KK/Shepherd/F & S/Storz/Dragoo-backed Harley-Davidson XR750, emerged from the fourth turn. Morehead had a comfortable margin on Winchester H-D's Rodney Farris.

Fourth place went to Don Estep who was slowed when the brakes on his Steel Masters/Johny's Cycle/Motion Pro-sponsored XR750 faded late in the race. And Gilco/Texas H-D/Hap Jones/Sisemore's Terry Poovey finished fifth in his return to racing following a six-week layoff.

As the Grand National Championship Series approaches the halfway mark, Graham holds a commanding 36-point lead, 140 to 114 over Harley-Davidson's Grand National Champion Chris Carr. Carr chose the wrong tire and finished ninth. His Harley-Davidson factory team teammate Scott Parker continues to hold third place in the points with 96, despite failing to score tonight. Parker slid out in the second turn on the seventh lap while running fifth.

In winning his 30th career Grand National race, Graham earned $4000 from the $28,000 purse. Morehead pocketed $2750 and Farris earned $2000.

Graham's winnings didn't stop with the National. He also took the 883 National, though by a less impressive margin after bending the valves on his H-D 883 late in the race.

"You've almost got to blow the bike up on these tracks," Graham said, referring to Hagerstown's long straights and tight corners. "I hammered the valves about halfway through and it started slowing down."

Bartels' H-D's Jay Springsteen and Moroney's H-D's Jason Fletcher were able to catch Graham at the end, but not deny him his fourth win in the seventh round of the 11-race series. Springsteen got the better of a thrilling race-long

duel with Fletcher for second, Hart Racing's James Hart taking fourth with Bartels' H-D's Mike Hale finishing fifth.

The win was worth $1000 to Graham and helped pad his point lead in the 883 Championship. He now leads Springsteen by 16 points, 105 to 89, with Fletcher holding third at 72. Springsteen's cut of the purse was $750 with Fletcher taking $575.

The most oppressive heat wave in over 40 years was stalled over the upper Northeast with daytime temperatures of over 100 degrees, and stifling humidity, commonplace in the metropolitan areas. The temperature at Hagerstown wasn't much less so a decision was made to delay practice slightly to keep some moisture in the track and reduce dustiness. The strategy worked well, the track, which has been plagued by rutting in the past, was the smoothest it had been for a while, and dust was only a very minor problem for the very back of the pack. Track officials were also able to widen the groove by marking an area several feet out from the guard rail that riders were prohibited to ride on during much of practice. The racing program started on time and ran efficiently to the end.

The heat also didn't seem to deter the spectators since the grandstands along the front straightaway were packed solid.

Time trials

Once practice started, Parker took every chance available to put some laps in and it paid off in time trials as he had the fastest lap of the night, a 24.502 second tour of the hard-packed clay that earned him a $100 bonus.

"We practiced on the same bike quite a bit. Basically, we started with last year's settings and went in both directions. It helps when you get a lot of laps in, especially when you're struggling," Parker said after taking the Bill Werner-tuned mount to the fastest time. He added that delaying the start of practice seemed to help the track. "It's really smooth and by using less water you keep the ruts out. I think it was a little dusty in practice, but the moisture will come up as the night wears on."

After waving off his first attempt, Graham came back later in the session to clock a 24.548, good for second best with more to come.

"It feels really comfortable. Johnny (Goad) has done a good job setting it up," Graham said.

After sitting out since the Springfield Mile, Poovey was third fastest, four-tenths of a second behind Graham and good enough for pole position for the third heat.

Starting on the pole for the fourth heat would be fourth-fastest Rex Fisher.

Kevin Atherton qualified fifth ahead of Carr, Harold Dorsey and Morehead.

Heats

Morehead got the jump on the 12-rider field in the first of four heat races, Farris, Aaron Hill, and Parker in pursuit.

Parker was using the upper, dusty edge of the groove while Morehead stayed low and pulled away. On the second lap Parker moved down briefly, then back up, all the while trying to find traction as Morehead and Farris began to pull away.

Farris took the lead on the fourth lap as Parker moved up to third, taking second from Morehead a lap later by diving underneath him into the first turn. Parker continued the charge, catching Farris as the two pulled away leaving Morehead to finish third.

On the ninth lap Parker used the same move on Farris that he'd put on Morehead and took the lead into one. Farris hung tough, but Parker took the win.

Ronnie Jones moved up from a bad start to take fourth on the final lap, dropping Craig Estelle to fifth.

"I got pushed to the fast part, I got pushed to the slow part," Parker said of his various strategies. "I sometimes ride conservatively for the first few laps and sometimes that hurts me. That's when everyone is in a major panic. I wasn't sure what was going on so I bided my time and raced my race instead of their race. I raced my lines instead of their lines."

The second heat race was effectively over soon after it started, Graham pulling away at ease, riding well within himself to over a four-second victory over H-D of Frederick's Rusty Rogers.

"I was just cruising," Graham said after winning what would hold up as the fastest heat of the night. "I try not to look back. I was just riding where I was comfortable and waiting for someone to pass me."

No one would, though there was a good race just behind him for second. Estep was an early second, he and Rusty Rogers breaking away from the field near the halfway point. Estep held the spot until the seventh lap when Rogers forced his way past and quickly built up a gap.

Dorsey emerged from the pack the same lap to finish fourth.

The third heat started badly for Carr and Mike Hale, both sent to the penalty line for jumping the start. But it didn't seem to deter Hale much, the Bartels' H-D rider bolting into third off the start and moving up to second on the second lap. But just in front, Poovey was pulling away steadily, amassing a margin that no one would be able to put a dent in and winning by about three-and-a-half seconds.

"Everything went really good. That's the way it is when you win," Poovey said of his deceptively easy victory.

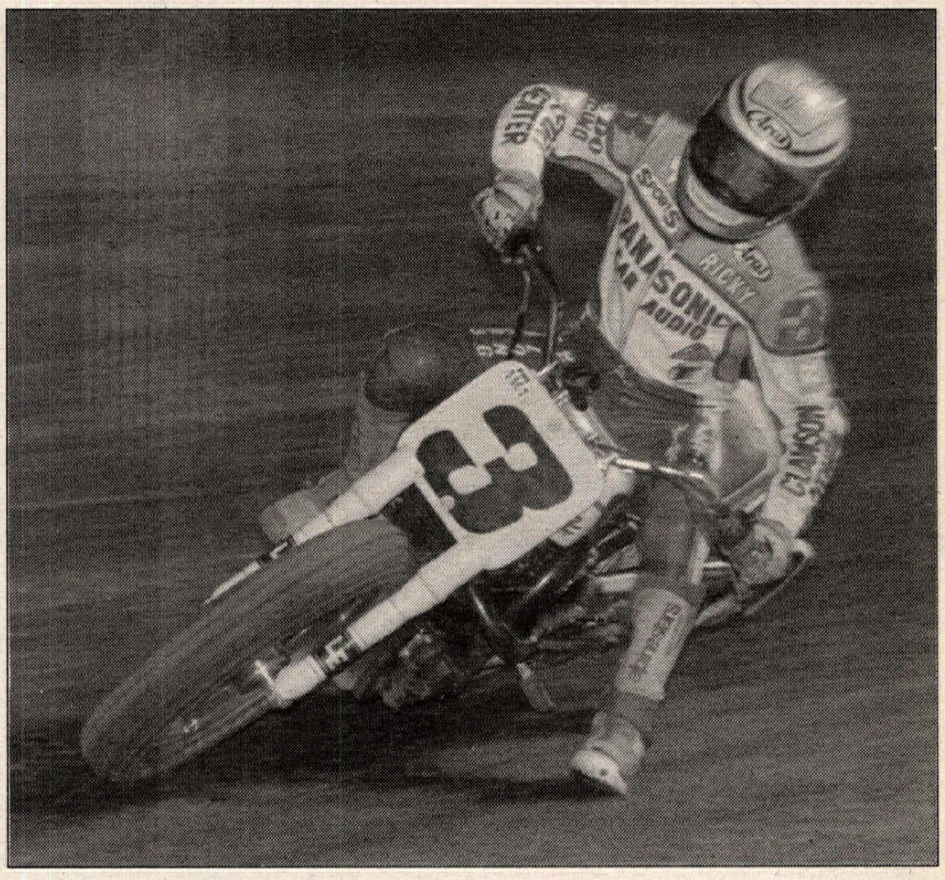
Hale and his Bartels' teammate Jay Springsteen gave chase early with Carr riding down near the guard rail and trying to work his way past Mike Varnes. It would be the seventh lap before Carr could get by and a lap later he was up on Springsteen who was riding in the middle of the groove. Carr changed his strategy for the pass, moving around the outside of Springsteen in turns three and four to take over third. Before long he was up on Hale, but time ran out and Hale took second, Carr third, and Springsteen fourth.

"Being on the penalty line didn't help," Carr said. "I didn't get a great start and I was running in fifth until about halfway. I was changing my lines and I ran out of time. I almost caught Hale on the last lap."

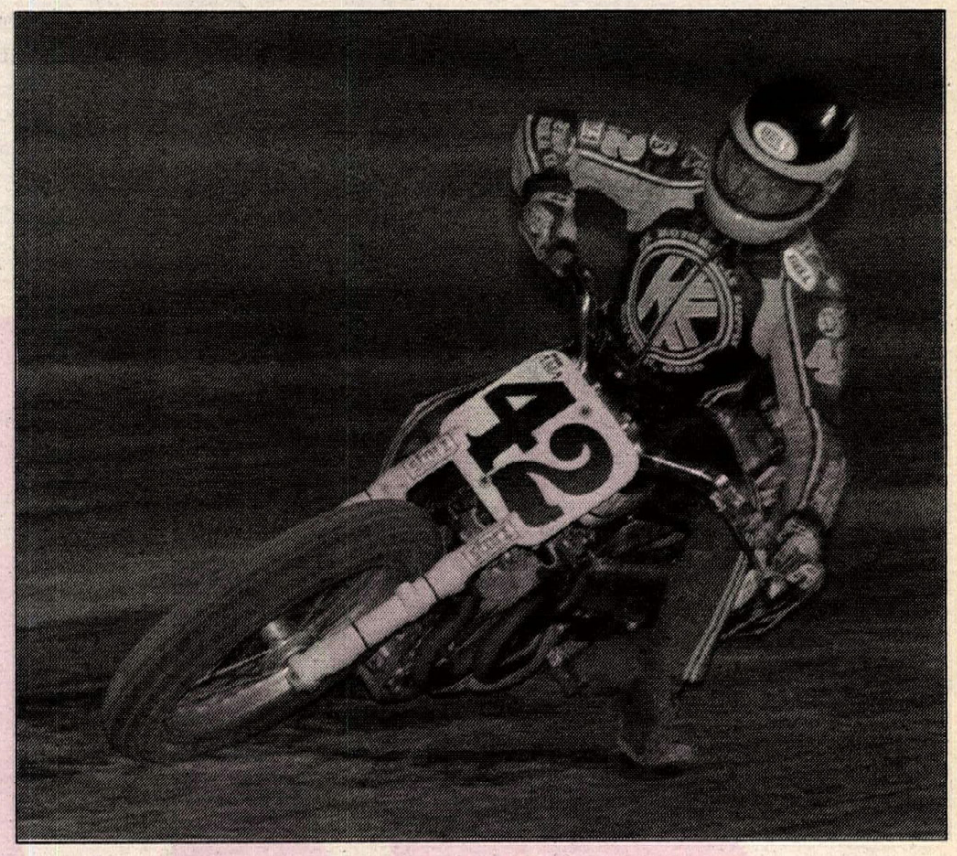
The fourth heat would be a memorable one for one rider, at least. Not only did Scott Stump lead his first Grand National Championship heat race ever, but he held on to win and transfer directly to the National from the heat for the first time ever.

"It's amazing," the Motorcycle Specialties / Motion Pro / K & N / Tsubaki/Wimer's Cycle-backed Ohioan said. "I'd never led a heat race and I was just wanting to get it over with. I didn't want somebody to stuff me and take me out of the main event. Everything was working good. We had old tires on it, old everything. My dad was wrenching hard and Wayne Darling builds the motors. It's got about six races on it." His strategy for the main. "We're going to fill 'er up with gas and go racing."

The battle for second in the final heat was between George Roeder II and Kevin Atherton. Roeder II was actually



The win at Hagerstown was Ricky Graham's 30th Grand National victory.



Steve Morehead's run to second place was as lonely as Graham's to the win.

Terry Poovey (18) couldn't prevent Rodney Farris (92) from passing him for third.

DIRT TRACK AMA Grand National Championship Series: Round 10

making a run at Stump, but got into turn one too hot and slipped off the groove, allowing Atherton to close. Atherton would make a final run, but come up just short and be off to the semis along with fourth-place finisher Rex Fisher.

Semis

The first semi began with Estep taking the lead and pulling away. Greg Sims gave chase in the early stages, but on the fifth lap Ronnie Jones and Springsteen went past and started to close in.

Estep's margin began to shrink as Jones made his move, getting away from Springsteen who would finish third ahead of Sims. Jones made a run at the flag, but came up short by a bike length and a half.

Chris Carr, unaccustomed to racing in the semis, made short work of the second one, reading the starter and running away, spending most of the time working out his plans for the main.

"We made a few changes in the semi," Carr said after the easy win. "We ran a little bit lower gearing. We had some pretty respectable lap times. This track seems to heat the tires up so fast. When they get hot they don't work as good and want to skate. We'll flop the tire around for the main. It's a good thing the track's slippery. If the other guys make a mistake we can take advantage of it."

Behind Carr there wasn't a lot of passing being done. A&R Racing's Will Davis was second from the start to the end, though he was pressured by Team Undo's Brett Landes and Dorsey Builders' Harold Dorsey. The three ran in formation to the end, the order never changing as they finished almost a straightaway behind Carr.

The final riders into the main would come from the third semi and Morehead wasn't taking any chances. Right from the start he was out front and slowly he began to pull away. Georgie Price was second for the entire race, the Moroney's H-D-backed rider diving farther into turn three and using the cushion to power out for the run down the front stretch. It kept him in second, but he couldn't catch Morehead who would win by over two seconds.

Toward the end of the semi, Price began to feel heat from Penn State Cycle's Kevin Varnes, but held him off. The top three were into the main, Kevin Atherton finished fourth and was through for the night.

National

Though he got the holeshot and led the 17-rider field into turn one, it wasn't immediately apparent that Graham was on his way to a runaway win in the 25-lap main event. He was riding with deceptive smoothness, staying low on the groove as Morehead gave chase, though, ultimately he realized it was futile.

"I got a hell of a start and I ran with him for about two laps. Then the Honda kept disappearing," Morehead said.

As he disappeared Graham was getting pit signals from his crew giving him the margins and even he couldn't believe it. The margin grew until he made a mistake late in the race that caused him to look over his shoulder to see how much ground he'd lost. There was no one there and he knew his margin was safe.

"The guys were giving me gaps like this," Graham said showing with his hands an ever increasing distance. "I made a mistake and I wanted to see if I was going to get passed. When I looked back and saw no one there it got me paranoid. My rhythm kind of went away when I got the lead."

But it wasn't enough for anyone to take advantage of and he continued his rejuvenation with the win. "I can appreciate this so much more now," Graham said.

Morehead's race was much like Graham's. No one was able to make a serious run at him and he was happy to see his results improving.

"I broke at Lima, I was third last week, and now I'm second this week. It shows that I'm not too old to do this," Morehead said. "I'm just tickled to be on the box. I kept looking back and no one was there."

There was a race behind him and it was a good one, Terry Poovey and Rodney Farris going at each other almost from the start. They were joined by Parker on the fifth lap, but he overcooked it going into turn one and slid out in the middle of the turn on lap seven.

"I was trying to catch those guys and I got in there a little hot. It was either go over the high-side or lay it down," Parker said. He was able to safely slide out, but the pack was bearing down on him causing some concern. "I said, 'Damn. Where all these guys coming from?'"

As the pack tried to avoid him, Poovey and Farris were able to draw away, Estep leading Rogers, Carr, and Hale.

Farris moved up onto Poovey on the 12th lap and began probing. They were side by side on the 16th, though Poovey wasn't ceding any ground. It would be the 19th lap before Farris was able to get by, driving underneath the Texan out of the second turn to take the final spot on the rostrum.

"It took me a while to get it going," Farris said. "I kept trying him on the outside and he'd drift up and block me. I was going high and diving down and I beat him in the middle of the corner. If I'd have gotten by sooner me and Morehead would have had some fun."

But Poovey's troubles didn't end there. Estep was on the move, having run in fifth from the sixth lap on and with two laps to go he passed Poovey for fourth, despite having troubles with his brakes.

"The brakes started fading about seven laps from the end," Estep said. "It was hurting me getting into the corners and you kind of ride your brakes coming out of the corners here. You use them just about the whole way around the track. Terry was spinning a lot in the end and I drove around him in two. I faded back, went in the outside of turn one, then stuffed it in there, made the turn and zapped him on the inside. I

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1993 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

really have to thank Dan Thompson of V-Twin Specialities for building my engines. He's been with me the last two years."

"I just wasn't getting hooked up off the corners," Poovey said after his fifth place finish. "We just switched the tire before the main and maybe we shouldn't have."

Sixth place went to Ronnie Jones, though not without a fight and some late luck. Jones had been moving forward, then fell back to twelfth on the sixth lap after Parker's fall. He was up a spot on the ninth lap, then moved up to ninth two laps later passing Chris Carr and Scott Stump. Carr was discovering that he'd made the wrong tire choice and had burned it up.

"We were struggling a lot. I think we made the wrong choice on the tire. It got too hot too fast and it went away. I compensated a little at the end, but it probably didn't matter. The thing started skating like it had all night long," he said on his way to a ninth place finish.

With five laps to go Jones was seventh, but moved up a spot when George Roeder II fell off in front of him in turns three and four. Sixth would be his best finish of the year.

"I got the thing up behind Carr and then Parker fell and they got away," Jones said. "It took a while to get around Davis," which he did about halfway into the race. Seven laps later Davis was out of the race when his oil filter came loose at the start-finish line.

"That was a scary ride," Davis said. "It dumped two quarts of oil on the rear tire immediately. It just went completely sideways."

Davis was behind Rusty Rogers at the time, Rogers going on to a seventh place finish in front of Stump.

883 National

The one event that Ricky Graham didn't win all night was his 883 heat, and he almost didn't get to finish it. Graham crashed in turns three and four on the first lap, but the race was red-flagged and he was given a second chance.

On the re-start his bike stalled and he was away well last as James Hart took the lead. By the end of the second lap he was up to seventh, sixth on the fourth, and fourth on the fifth. He gained two more spots, but couldn't run down Robert Crabbe who took the win by about 15 yards.

The second heat belonged to Jay Springsteen who was out front for the duration, Don Estep, and Jason Fletcher stretching out behind him in second and third.

Heat lightning flashed at the start of the 883 National and with it Graham was gone. By the fourth lap it was obvious the race was his unless something went wrong, and it did at about the halfway mark of the 12-lap event.

"You've got to gear it to get through the corners and it's revved out about halfway down the straight," Graham said. "You have to baby these things through the race."

The gap closed suddenly at the end, but Graham held on for his fourth win in the series.

The race for second was a good one, pitting Springsteen against Fletcher with Springsteen moving down on the groove halfway through the race to protect his line. It wasn't until the very last lap that Fletcher was able to dislodge Springsteen and take second to the line.

"It was close, but I knew Ricky was gone," Fletcher said.

Heat race winner Crabbe held fourth much of the race, only to be drop out on the final lap allowing Don Estep to take over fourth with Dave Clark/Bell/Dan Greene-sponsored Geoff Clark taking fifth. CN

Results

TIME TRIALS: 1. Scott Parker (24.502 seconds); 2. Ricky Graham (24.548); 3. Terry Poovey (24.588); 4. Rex Fisher (24.648); 5. Kevin Atherton (24.665); 6. Chris Carr (24.673); 7. Harold Dorsey (24.698); 8. Steve Morehead (24.714); 9. Kevin Varnes (24.720); 10. Rusty Rogers (24.728); 11. Mike Hale (24.749); 12. Larry Pegram (24.790); 13. George Roeder II (24.809); 14. Will Davis (24.834); 15. Jess Roeder (24.845); 16. Craig Estelle (24.852); 17. Dave Camlin (24.854); 18. Don Estep (24.859); 19. Jay Springsteen (24.876); 20. Georgie Price (24.925); 21. Scott Stump (24.926); 22. Michael Varnes (24.927); 23. Robert Miller (24.968); 24. Aaron Hill (24.008); 25. Rodney Farris (25.020); 26. Tommy Colson (24.034); 27. Scott Saunders (25.044); 28. Jason Fletcher (25.046); 29. Bret Beyer (25.067); 30. Robert Lewis (25.072); 31. Mike Scott (25.073); 32. Brett Landes (25.077); 33. Ben Bostrom (25.077); 34. Kris Kiser (25.083); 35. Ian Segedy (25.084); 36. Chance Darling (25.112); 37. Robert Majeski (25.164); 38. Paul Crumling (25.184); 39. Greg Sims (25.204); 40. Ronnie Jones (25.244).

HEAT 1: 1. Scott Parker (H-D); 2 . Rodney Farris (H-D); 3. Steve Morehead (H-D); 4. Ronnie Jones (Hon); 5. Craig Estelle (H-D); 6. Aaron Hill (H-D); 7. Dave Camlin (H-D); 8. Brett Landes (Hon); 9. Kevin Varnes (H-D); 10. Jim Sumner (H-D); 11. Ben Bostrom (H-D);12. Jim Hollister (H-D).
Time: 4 minutes, 11.56 seconds.

HEAT 2: 1. Ricky Graham (Hon); 2. Rusty Rogers (H-D): 3. Don Estep (H-D); 4. Harold Dorsey (Hon); 5. Robert Miller (H-D); 6. Greg Sims (H-D); 7. Tommy Colson (H-D); 8. Jess Roeder (H-D); 9. David Rayburn (H-D); 10. Mike Scott (Hon); 11. Les Washbon (H-D); 12. Kris Kiser (Hon).
Time: 4:08.18.

HEAT 3: 1. Terry Poovey (Hon); 2. Mike Hale (H-D); 3. Chris Carr (H-D); 4. Jay Springsteen (H-D); 5. Michael Varnes (H-D); 6. Will Davis (Hon); 7. Robert Crabbe (H-D); 8. Ian Segedy (H-D); 9. Robert Lewis (H-D); 10. William Adams (Hon); 11. Paul Crumling (Hon); 12. Scott Saunders (H-D).
Time: 4:09.09

HEAT 4: 1. Scott Stump (H-D); 2. George Roeder II (H-D): 3. Kevin Atherton (H-D): 4. Rex Fisher (H-D): 5. Larry Pegram (H-D): 6. Georgie Price (H-D): 7. Randy Texter (H-D): 8. Jason Fletcher (H-D): 9. David Lloyd (Hon); 10. Chance Darling (H-D); 11. Bret Beyer (H-D); 12. Rob Majeski (H-D).
Time: 4:11.94

SEMI 1: 1. Estep; 2. R. Jones; 3. Springsteen.
Time: 3:22.99.

SEMI 2: 1. Carr; 2. Davis; 3. Landes.
Time 3:19.71.

SEMI 3: 1. Morehead; 2. Varnes; 3. Price.
Time: 3:22.27.

NATIONAL: 1. Ricky Graham (Hon); 2. Steve Morehead (H-D); 3. Rodney Farris (H-D); 5. Terry Poovey (Hon); 6. Ronnie Jones (Hon); 7. Rusty Rogers (H-D): 8. Scott Stump (H-D): 9. Chris Carr (H-D): 10. Jay Springsteen (H-D): 11. Georgie Price (H-D): 12. Mike Hale (H-D): 13. George Roeder II (H-D): 14. Kevin Varnes (H-D): 15. Will Davis (Hon); 16. Brett Landes (Hon); 17. Scott Parker (H-D).
Time: 10:16.97.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 10 of 21 rounds): 1. Ricky Graham (140 / 4 wins); 2. Chris Carr (114 / 2 wins); 3. Scott Parker (96 / 1 win); 4. Rodney Farris (66); 5. Steve Morehead (63); 6. Kevin Atherton (59 / 1 win); 7. Mike Hale (55); 8. Jay Springsteen (53); 9. Will Davis (38); 10. (TIE) George Roeder II/Ronnie Jones (34); 12. Terry Poovey (32); 13. Dan Ingram (29); 14. (TIE) Rusty Rogers/Steve Beattie (26); 16. Dave Camlin (20); 17. (TIE) Rich King/Aaron Hill/Don Estep (19); 20. Jason Fletcher (18).

883 NATIONAL: 1. Ricky Graham; 2. Jason Fletcher; 3. Jay Springsteen; 4. Don Estep; 5. Geoff Clark; 6. Greg Sims; 7. Scott Stump; 8. Stephen Champine; 9. Joe Winston; 10. Ben Bostrom; 11. James Hart; 12. Brent Armbruster.
Time: 6:36.58.

AMA 883 DIRT TRACK NATIONAL CHAMPIONSHIP SERIES (After 7 of 11 events): 1. Ricky Graham (105 / 4 wins); 2. Jay Springsteen (89 / 1 win); 3. Jason Fletcher (72); 4. James Hart (58); 5. Mike Hale (45); 6. Don Estep (38); 7. Greg Sims (29); 8. (TIE) Robert Crabbe/George Roeder II (26); 10. (TIE) Matt Wait/Scott Stump (22); 12. Garth Brow (20 / 1 win); 13. Steven Champine (11); 14. (TIE) Steve Aseltine/Geoff Clark/Rich King/Joe Winston (10); 18. Clint Vahsholtz (9); 19. (TIE) Donald Aul/Devin Varnes (8).

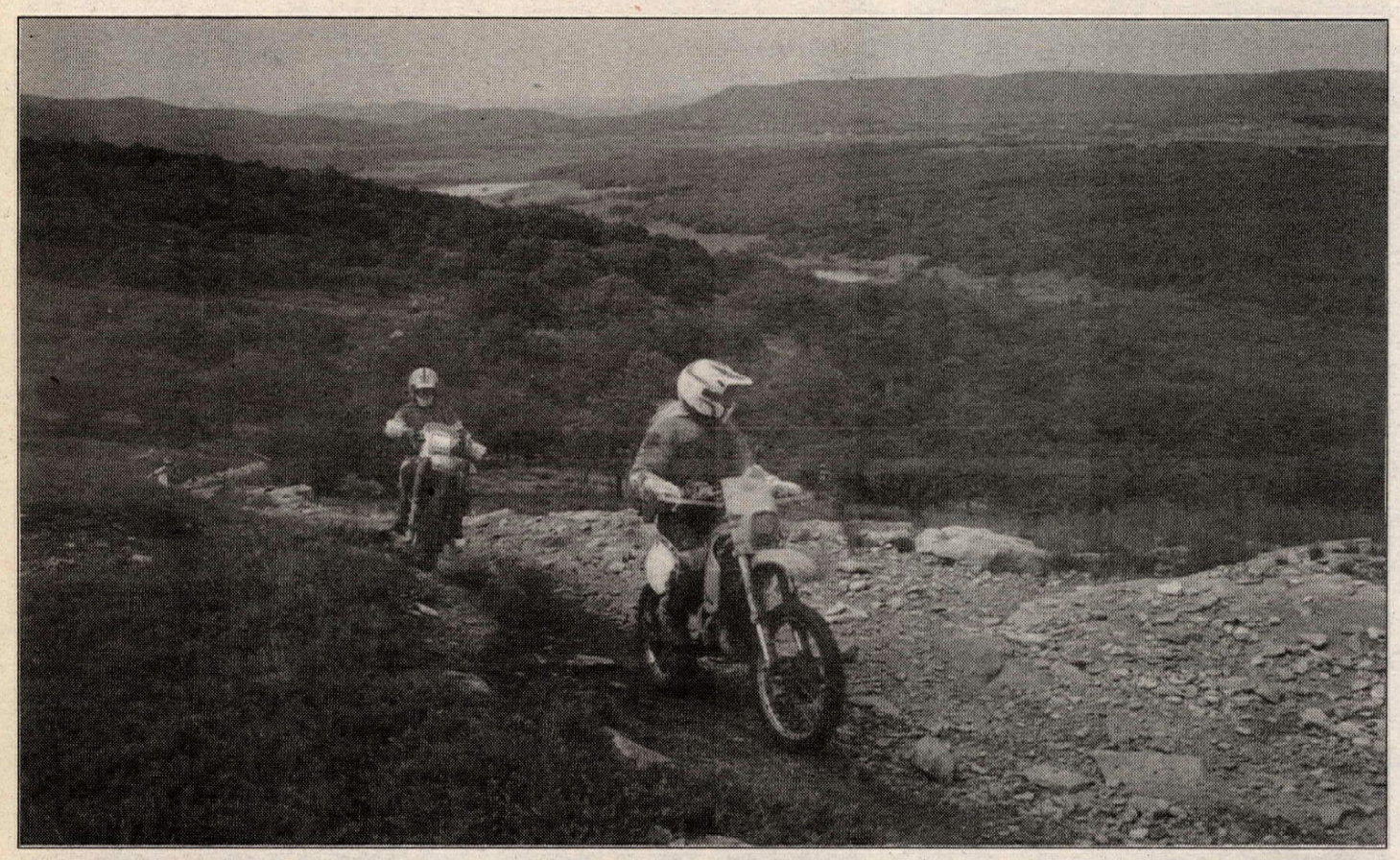
Talk about a long and winding road. It took 24 hours, 2,042 miles and who knows how much sweat and blood, but the Yamaha-powered Force Racing Team triumphed at the grueling 25th annual endurance race at Nelson Ledges.

Judging from the number of breakdowns, the punishing track proved to be too much for a lot of other teams. But the Yamaha FZR 1000 powered through, finishing a gaping nine laps ahead of the next guys.

Congratulations to Jeff James, Dean Hayes, Chris Hughes, Ron Crum, Mark McDaniel, Shawn Higbee and Rick Pagniano.

By the way, this was the very last 24 hours at Nelson Ledges. Too bad. It looked like the FZR1000 could have kept going another 25 years.

TEAM YAMAHA



The Blackwater 200 dual sport ride takes place in the same area as the legendary Blackwater 100 cross country race.

The other Blackwater

By Carrie Russell
Photos by Paul Clipper

Mention Blackwater, and for many, visions of bike-swallowing mudholes, swamps and the infamous Highway 93 river crossing come to mind. These people have, no doubt, experienced or read about the Blackwater 100, a cross country race which over the past 19 years has turned into the most famous - infamous? - AMA Grand National Cross Country Series round. But there's another side to Blackwater, a much more relaxed and easy-going side - it's the Blackwater 200, a dual sport ride.

In only its third year, the Blackwater 200 has turned into one of the country's most popular organized dual sport events. Well over 300 riders and passengers participated in this year's event, which took place in the small West Virginia community of Davis - population 812 - and the surrounding Canaan Valley area. The event allows participants a chance to tour - on motorcycles - through some of the most unique forest and mountain areas in the United States. The two-day ride, hosted by Racer Productions, includes a variety of activities designed to highlight the scenic beauty of central West Virginia.

The Blackwater Lodge, located in Blackwater Falls State Park, served as headquarters for this year's event. The management has always been receptive to the motorcyclists who visit the area. Ride registration was held in the main lobby of the lodge, a rustic retreat. Bike washing equipment was available at the maintenance building and showers were available for those who wanted to clean up before heading home after the ride Sunday evening.

Dave Coombs, the founder of the Blackwater 100 and the trail boss of the 200, conducted the riders' meeting on Saturday morning, reminding the crowd that the 200 was not a race. "You don't win anything by beating me or anyone back to the lodge," said Coombs, who later took the pack across some of the more accessible parts of the Blackwater 100 race course, which crosses the floor of Canaan Valley. The valley is considered a geographical treasure due to its unique formations and plant life. According to scientific theory, when the glaciers of the last ice age began to retreat north, some of the plant life on the fringe of the ice was left behind in the valley. The high altitude and cool temperatures of the area made survival possible for plant life that is otherwise restricted to the tundra that exists near the Arctic Circle. But even with its special origins, Canaan Valley was not spared from the growth that most of the United States has experienced since its founding. The community of Davis was founded around the huge timber boom that saw most parts of the valley clear-cut. The area was once filled with huge hemlock, blue pine and oak trees, comparable in size to those that fill the forests of the Northwest. The timber was subsequently used to build homes and buildings in the Baltimore, Maryland, and Washington, D.C. areas.

After the timber companies had finished with the area, they left rail lines and tram roads that led into what had become a nearly barren valley. They also left a huge fire hazard in the form of all the treetops that were left where they had fallen. According to local lore, the valley literally caught on fire just after the turn of the century, when lightning sparked the refuse. The soil was so rich with discarded timber, bark and decomposing leaves that the fire burned six feet deep - all the way down to the rock. For more than a decade, Canaan Valley simmered, at one point forcing those left in Davis to dig trenches around the town to prevent the fire from reaching them.

To add insult to injury, the area was later used for target practice during World War II. Some of the target sights were located on the dual sport route and, according to Coombs, the National Guard still keeps their eyes open for any unexploded bombs that might still be around. The valley is still used for annual West Virginia National Guard maneuvers, and one hears an occasional sonic boom from Air Force jets as they practice below-radar flying.

In the past two decades, concerns for the environment have grown parallel to the Blackwater 100 itself. Now the bulk of the damage done to the area comes from the mostly unrestricted and uncontrolled access to Canaan Valley by "weekend warriors" on all types of motorized equipment. (A large part of Canaan Valley is owned by the Monongahela Power Company, who long allowed public access to their property). Some environmentalists view the annual Blackwater 100 race as a magnet for year-round play-riding and have called for a halt to the event. But many of those who live in the community of Davis rely heavily on the business the event brings into the area. The local residents seem to have taken a liking to the Blackwater 200, held on the weekend before the infamous Blackwater 100 cross country race, because it means even more visitors will be joining them in the coming years.

The advanced route on Saturday took riders on a 40-mile trek across Cabin Mountain and portions of the Blackwater 100 race course. The regular route headed out Loop Road and went towards the peculiar. Dolly Sods was the first stop of the poker run, which took place over the course of the weekend. Dolly Sods is another tundra-like wilderness area with a majestic overlook. In order to earn credit for the poker check, riders were required to park their bikes and walk to the overlook of the giant boulders, which are affectionately dubbed Moon Rocks.

After the Sods, the riders enjoyed a 14-mile, two-track dirt road with seven gates intermittently placed along this route. Riders were required to stop, open the gate, pass through, and close each gate. It may sound monotonous, but it actually turned into a neat game of leap-frogging, as riders took turns serving as gate keeper.

After a series of gravel roads, the route brought the group to the Sinks of Gandy for poker stop number two. The Sinks is a place where the Gandy River runs straight into a mountain and disappears underground, passing through the mountain via an underground cavern. At the riders' meeting, Coombs had explained that if anyone took a flash light they could walk a mile or so all the way through the cave to the other end of the mountain. "But you have to stay to the right," warned Coombs. "There's only one place where the cave splits up; go to the right."

When the riders reached the Sinks, Ron Daniels and former National Enduro Champion Jeff Russell were on hand - armed with waterproof flashlights - to guide the truly adventurous through the cave. Coombs also warned that there were places where the water might be extremely deep. What he didn't warn the dual sporters about was what to do if you went left instead of right and your light burned out! That's what happened to a group of riders who braved the cave with a Zippo lighter and very little sense. They were found three hours later in a dark part of the cave, swimming in full riding gear in several feet of water.

About 20 riders made it all the way through the cave, including Trail Rider magazine's Paul Clipper. These riders earned the prestigious Caveman Club Member Award, and will receive plaques commemorating their initiation into this exclusive society.

"I wanted to give the guys an opportunity to experience what might be a once-in-a-lifetime thrill," Coombs said of the cave tour. "The federal government bought the cave earlier this year, and it will probably be closed to the public soon. We'll have to come up with something else neat for next year."

Ride participants were also offered a chance to visit the Smoke Hole Caverns via guided tours.

The next gathering took place at poker stop number three near Bemis, West Virginia, where a catered barbecue lunch awaited everyone across from Schifflett's General Store. Bemis is an isolated fishing community along the Shaver's Fork River. Schifflett's serves as the town's grocery store, tavern, social hall, and sometimes the courthouse. The sign at the door warns, "Declare all weapons," and the walls and ceiling are adorned with hundreds of dollars worth of currency that was autographed and donated by people who have visited the tavern. According to one patron, the last person who tried to free the money from the walls suffered two broken legs, compliments of the bartender and his Louisville Slugger.

The toilet at Schifflett's is an old-fashioned outhouse. Just before the Blackwater 200 a patron accidentally dropped his keys into the hole. The man struck a match to look for the keys and was promptly blown through the door of the outhouse. Fortunately, he only suffered slight facial and arm burns, some singed hair and eyebrows, and

what should be life-long embarrassment. The proprietor affixed a new door to the outhouse in time for the dual sport riders, but suggested that no one smoke while using the facilities. Or so the story goes.

After lunch, the trail split up again. The regular, or "easy" route took riders across 10 miles of two-track dirt road; the "advanced" trail led riders through a series of tight trails through trees so thick that it was like riding in a tunnel. The two courses met up again for 30 miles of gravel and back country roads that ended up back in Canaan Valley. Saturday's route totaled 190 miles.

That evening, banjo picker Dwight Diller and his fellow musicians entertained the group back at Blackwater Lodge with some authentic mountain music and story-telling. The Davis Inn also invited riders down for live music. That establishment is owned by Davis mayor-elect Lad Jasper, a longtime friend of area motorcyclists.

The next morning the group found poker stop number four at Blackwater Falls. Riders were required to walk down to the overlook of the falls to earn the check. After leaving the park, the route headed towards nearby Thomas, where it picked up an old railroad bed and some old Forest Service dirt roads. The advanced course cut off through an eight-mile loop down into the town of Saint George, and there riders met up with the rest of the pack and headed to Parsons. This was where everyone found the support crews from Suzuki, Honda and Kawasaki at the Big-T Restaurant. The road soon jammed up with bikes and traffic, causing quite a commotion on an otherwise calm Sunday morning.

Next was a 20-mile loop through the Ferno Experimental Forest, an isolated forest generally closed to the public. However, with the help of West Virginia Department of Highways supervisor Frank Mullenex, a dual sport rider himself, the 200 was permitted exclusive entry into the forest. Mullenex gained access for everyone after combing through old state maps and discovering the state still owns many short right-of-ways. (They are known as "orphan roads" because the state no longer cares for them, yet they are still open to the public).

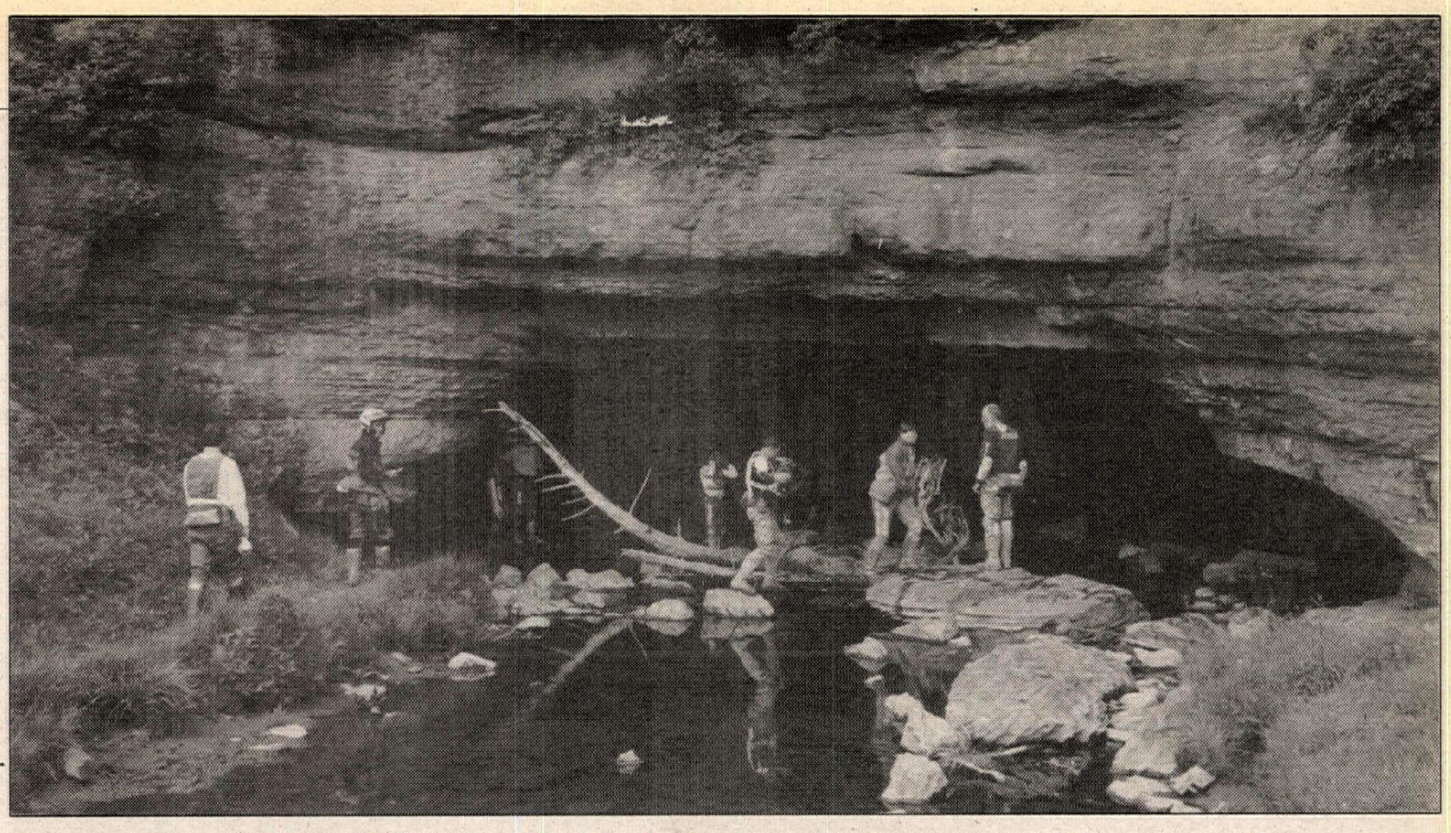
The completion of the ride took the riders back to the Lodge, where the last poker stop and lunch awaited all. Sunday's course - 110 miles in length - was less strenuous than Saturday's.

"We try to end a little earlier on Sunday so the riders can get their awards and prizes and head for home before it gets too late," said Coombs.

Dave Davidson of Clarksville, Tennessee, was the winner of the poker run with four kings. Second with a full house was Joe King of Greensburg, Indiana. Plaques were awarded to those holding the 10 best hands.

Special awards were given by Kawasaki field technician Greg Quador to Mary Sheppard of New Richmond, Ohio, and Jack Shuffstall of Rochester, New York. "We call them the 'Low-to-No Maintenance Awards,'" joked Quador. It seems that while providing technical assistance to Sheppard's Kawasaki, Quador was amused at the minuscule amount of brake pad at Mary's disposal. But nothing could compare to the almost complete absence of sprocket teeth on Sheppard's Kawasaki KDX200.

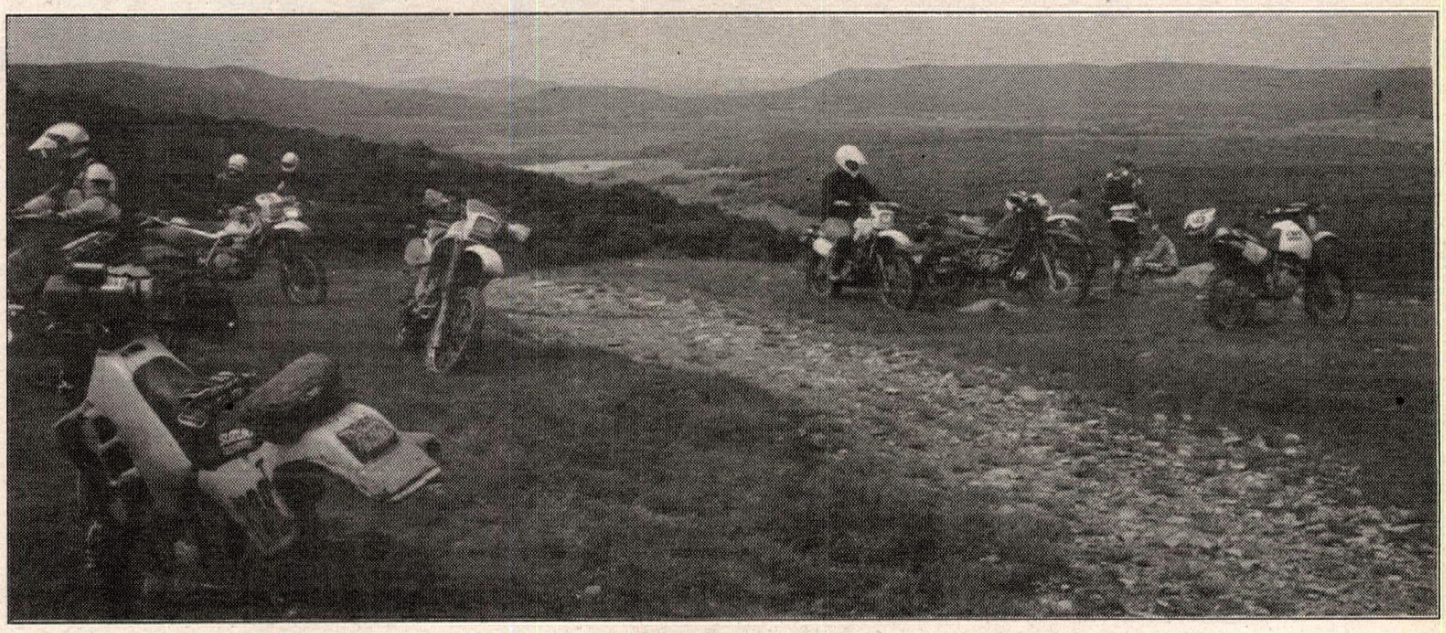
After a series of eliminator questions, Robin Fischer of Cincinnati, Ohio, emerged with the Sherlock Holmes Award. The Iron Butt Award went to Charles Ashton of Waterford, Michigan, who rode his BMW through parts of five states to get to the event, followed the advanced courses throughout the weekend, then guided the Beemer back to Michigan. That's a round trip of more than 1000 miles.



One of many stops along the two-day ride was at the Sinks of Gandy cave. Riders could explore the cave if they dared. Many did.

Riders combined efforts to pull out another rider's bike after it made an unplanned detour off the side of a mountain.

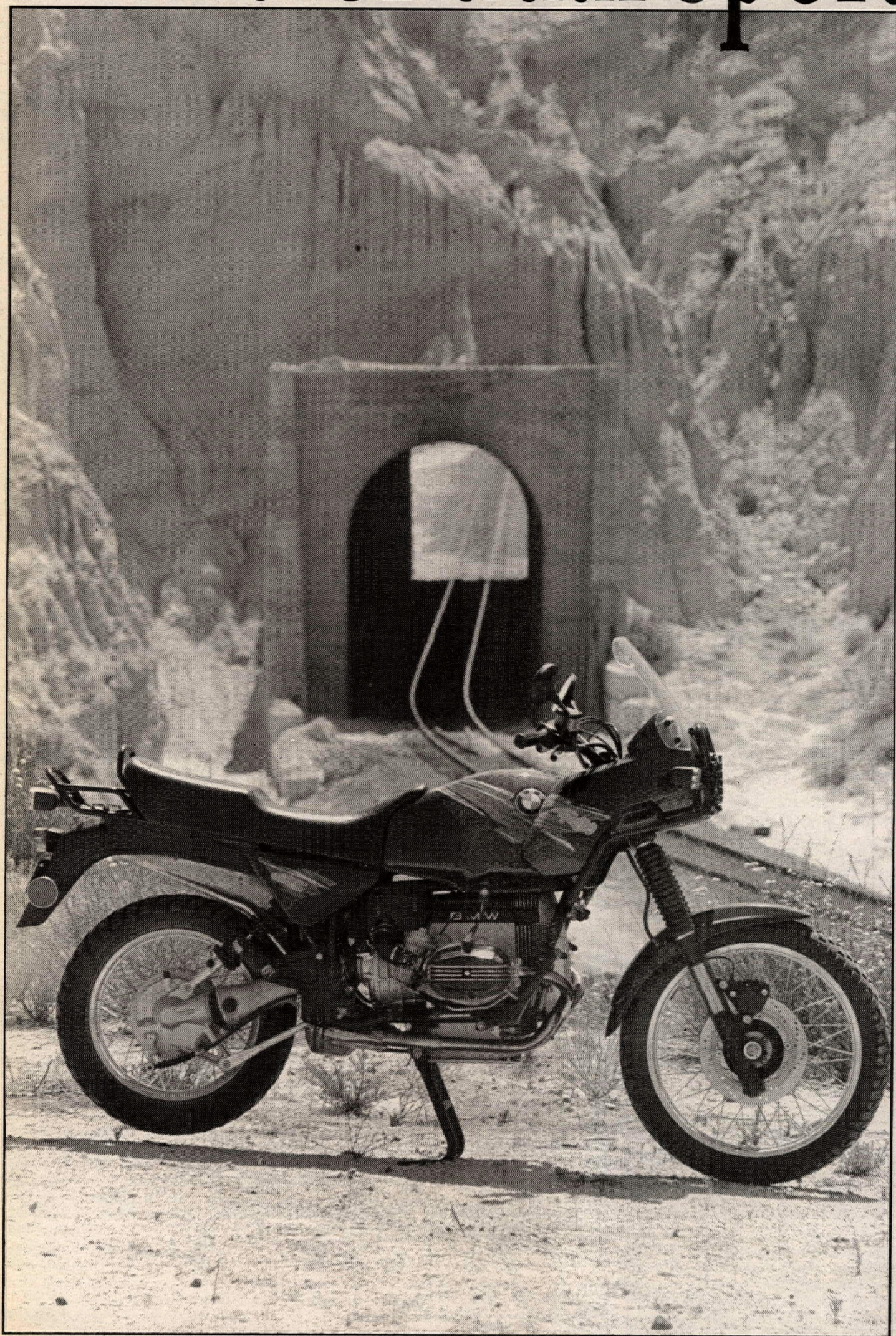
Many of the dual sport riders took a time out to soak in the many views of the Canaan Valley.



The Silver Fox Award went to 67-year-old Sherm Cooper of Trenton, New Jersey, while Debbie Sisnetsky of Pembroke Pines, Florida, earned the Sportsmanship Award for helping a fellow rider. The Cool Duds Award was given to Tim Heagy of Alexandria, Virginia, who actually wore a suit and tie on the trail. The Hard Luck Award was earned by Bobby Moore of Denver, North Carolina, and his buddy Tom Transou of Lenoir, North Carolina. On their way to Wild, Wonderful West Virginia, their motorhome blew up, stranding them on the highway. They unloaded their dual sport bikes and rode off in search of help. They finally made it to Blackwater Lodge just in time for the riders' meeting.

Finally, the Vintage Bike Award was presented to Robert Aldred of Waterford, Michigan, who made it through both days of the dual sport ride on a '69 Greeves. CN

A different kind of dual sport bike



The 500-plus pound BMW R100GS might not be the number-one choice for challenging dual sport rides like the Blackwater 200, but if your plans call for leisurely on/off-road adventures to far off places, then it just might be the ideal motorcycle.

By Kit Palmer
Photos by Kinney Jones

The BMW R100GS isn't your average dual sport bike. In fact, most dual sport enthusiasts don't consider the big and heavy GS to be a dual sport bike at all. For the most part, they regard it as a street bike that can take to the dirt if the situation arises. Okay, we're the first to admit that those people have a good argument, but there are two schools of thought when it comes to the term "dual sport."

To most, it means being able to ride your street-legal dirt bike from your garage to nearby forests or mountains or canyons where you can then pretend you're National Enduro Champion Randy Hawkins for a day - either riding at a fast clip or at a leisurely pace. Dual sport to these people means wanting lightweight, good handling and performance-minded motorcycles, and, for the most part, they are more interested in the trail itself than where the trail can actually take them.

To others, the term dual sport means something entirely different. It means exploring far-off places; checking out the scenery; going away on week- or perhaps month-long adventures. It means requiring a different kind of motorcycle - a motorcycle that is capable of going all day on a tank of gas, that is extremely reliable, can carry a heavy load and, of course, can be legally ridden on the street as well as on the dirt, as long as those dirt roads aren't too gnarly. And those people are not in a hurry. They want to go places and see the sights and are less likely to be concerned about the actual trail itself.

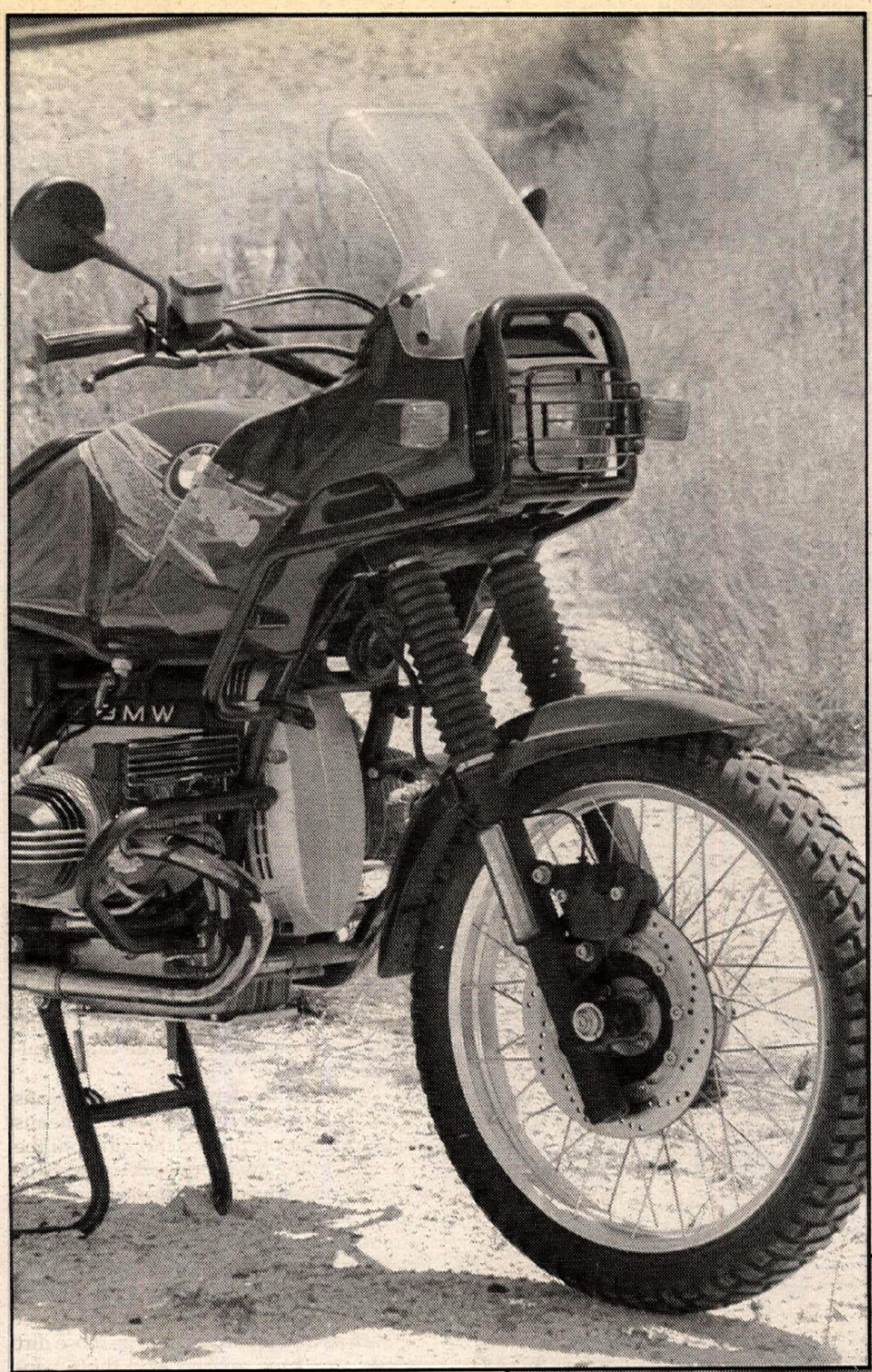
Enter the BMW R100GS.

Here's a motorcycle that is chomping at the bit to go somewhere - somewhere far away. Perhaps to Eskimo country, by way of the Alaskan Highway, or way down south to the tip of Mexico, via the Pan-American Highway with a sidetrip through Copper Canyon, or across the good ol' U.S.A. on "back" roads. If this is your interpretation of dual sport, then BMW just might have the bike(s) for you.

The German manufacturer offers not one, but two, models of what we would call ideal "adventure sport," or "off-road touring" motorcycles - the R100GS and the R100GS Paris-Dakar, commonly referred to as "P-D." Both bikes are of similar design, powered by the same four-stroke, horizontally opposed, two-cylinder, four-valve, air-cooled Boxer motor and carried in the same tubular steel, double front downtube frames. The first BMW off-road model appeared in 1980 as the 800cc R80GS. The R80GS has since evolved into the 980cc R100GS, which made its debut in 1987.

Basically, the "standard" GS and the P-D are the same motorcycles, except that the P-D has a few extra indemnities for more extreme adventures, such as a much larger gas tank, a solo seat, a bigger luggage rack, heated grips, storage compartments, bag mounts and plastic hand and engine-case protectors. Of course, those extras also mean a bigger overall price tag for the P-D model, which carries a $8790 suggested retail price tag, while in comparison the GS sells for $7790.

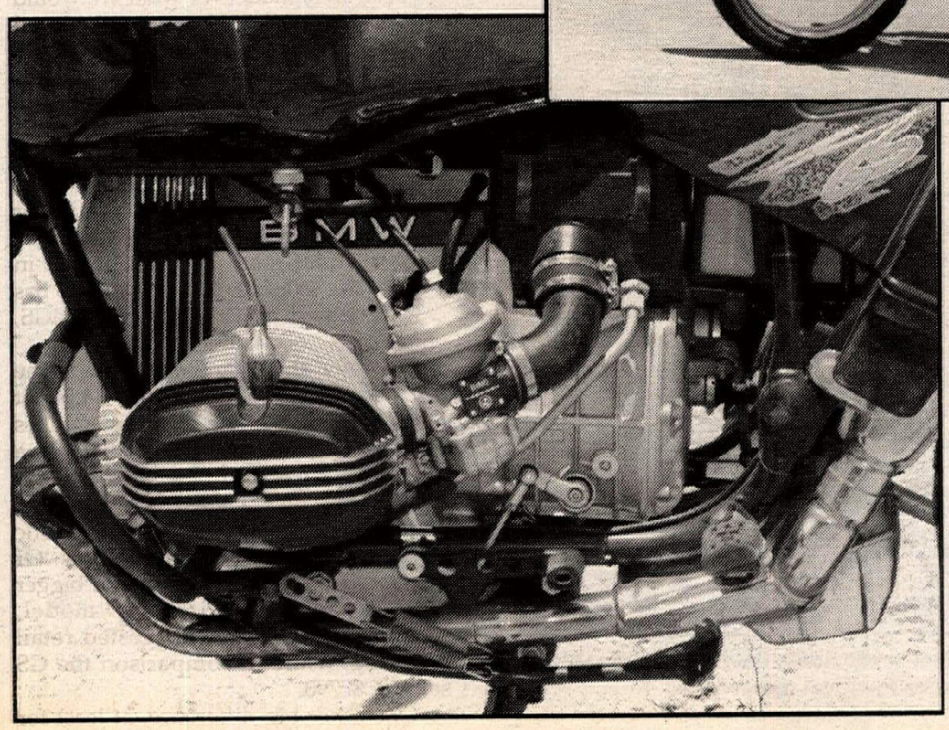
One other big difference, at least for



A slick guard protects the fragile headlight from debris and crashes. The front brake and fork both felt too mushy and soft for our tastes.

The Beemer cruises along nicely on the pavement at 65 mph. Overall, it's a very comfortable motorcycle, but excessive vibration is irritating.

The protruding cylinders can get in the way if you find yourself "leg paddling" on a tight trail or in sand. We have bruises on our shins to prove it.



some of us, is that the P-D is not legal in California, because it does not pass the state's strict emissions standards due to the fact that its gas tank is constructed of plastic, not metal. California frowns upon fuel vapors leaking through the plastic and into the atmosphere. Evidently, it's okay everywhere else. So if you live in California, like we do, your only choice is the R100GS.

It doesn't take a trained eye to see that the GS isn't exactly designed for tight, twisty and technical single-track trails. The GS is, in fact, a big, bulky and heavy motorcycle. At a claimed wet weight of 485 pounds, it's not wise to stray far off the beaten path. The bulk of the bike's weight comes from the big twin-cylinder engine, which BMW says develops 58 horsepower at 6500 rpm and 56.0 ft.-lbs. of torque at 3700 rpm.

And the big 5.7-gallon gas tank doesn't help any when full, either. That's more than 34 pounds of fuel alone. (The P-D holds 9.25 gallons!)

Obviously, keeping the weight down wasn't a big concern when BMW designed the GS, but reliability and range between fill-ups were. The Boxer engine that powers the GS has already proven its worthiness in a variety of shapes and forms in previous BMW model motorcycles, so there's no big question mark in this department. Mileage wise, on the average we managed right around 200 miles per tank of gas, including reserve. And that makes the GS an excellent motorcycle for exploring on either dirt or paved roads, or both.

The suspension has its hands full just supporting its own weight. Up front is a non-inverted and non-adjustable fork with 8.8 inches of wheel travel, and the back end is handled by BMW's Paralever swingarm/shaft-drive design and a single progressive spring, four-step preload adjustable, gas shock. Rear wheel travel is a modest 7.0 inches.

The suspension on our test bike didn't seem very well balanced - the back end felt almost rigid, while the front end felt fairly soft, at least during the initial part of the travel. Overall, the suspension was okay for casual riding even when the dirt roads turned nasty, but it was hard to tell how well it performed over the rough stuff "at speed," because none of our testers really wanted to push the envelope. But we did slam into fairly large holes and bumps at moderate velocity without any problem or fear of getting spit off. Keep in mind that the GS wasn't designed to zero checks, but to carry its pilot to his/her ultimate destination. Rather than suck tree branches in its wake, the GS is more at home "bulldozing" its way through the woods, canyons or deserts. Riding the Beemer requires patience and muscle on the twisties.

On well-maintained two-track dirt roads, the GS can be a blast, as long as you don't get too carried away, because if you do, you'll soon learn that things can get very exciting without a moment's notice. It's easy to suddenly find yourself out of shape on the Beemer, usually by losing the front end or by overshooting a slippery turn on the stock on-off-road tires. Once the bike starts getting away from you, it's difficult bringing it back under control. After you discover the fine line between control and out-of-control, the GS can be a kick. A full knobby front tire would no doubt help out immensely.

The single, 11.2-inch, twin-piston front disc brake and the 7.9-inch diameter rear drum brake are barely up to the task of slowing the big Beemer down. The front brake is mushy and just doesn't inspire confidence when applied while riding on the pavement, or when traction is at a premium. On pavement or when traction is available, the front brake has a tough time getting the job done by itself; stopping needs the assistance of the rear drum, which requires a significant amount of pressure on the foot pedal. On a dry, hard-packed surface, however, the mushy front brake is advantageous because there is less of a chance of the front wheel locking up, which can be disastrous on such a big motorcycle. Overall, we'd prefer a bit more stopping power.

As for ergonomics, the GS is a comfortable motorcycle for long hauls. All of the controls are within easy reach, and the fairly low 33.5-inch seat height makes it easily adaptable for tall and not-so-tall riders alike. The small windscreen does an admireable job keeping windblast off the pilot, but does create some noticeable turbulence.

Starting the GS is an experience. As soon as you hit the electric starter button, it immediately rumbles, shakes and trembles to life, and when you flick the throttle, the GS flinches to the right from the heavy torque of the sideways-mounted crank. The fairing, windscreen and instrument panel shake like a wet dog on a cold night, and when traveling at highway speeds, the rear-view mirrors also vibrate like crazy, resulting in fuzzing images. You can still tell when there's a car behind you, but you can't tell what kind. Overall, vibration - the low-frequency type - is very noticeable at low rpm, especially under a load, and you can really feel it in your feet, legs and arms. After a long ride, you can still feel the vibration sensation in your legs long after you have dismounted. If vibration bothers you, you won't like this motorcycle. Period. The vibration tapers off a bit at higher rpm.

Dropping the five-speed transmission into gear from neutral requires a firm press on the shift lever and it usually takes some fiddling before you feel that neutral-to-first-gear clunk.

The GS isn't a fast motorcycle, in fact, it feels a little on the slow side, especially in light of the fact it's a 980cc motorcycle. The meat of the power band is from low- to mid-rpm, but it can tolerate being revved. It pulls pretty good off the bottom but, unfortunately, that is where the Beemer vibrates the most. Overall, the motor is user-friendly and is easy to work with; it's not the type of motor that will get the rider into trouble, especially on the dirt, thanks to its smooth and docile power delivery. In our opinion, the motor is better suited to dirt roads than pavement.

Shifting leaves a little to be desired; although we rarely missed a shift, the transmission requires significant effort on the lever to catch the next gear, and if you get a little sloppy or lazy in your shifting technique, the gearbox will wake

TEST BMW R100GS

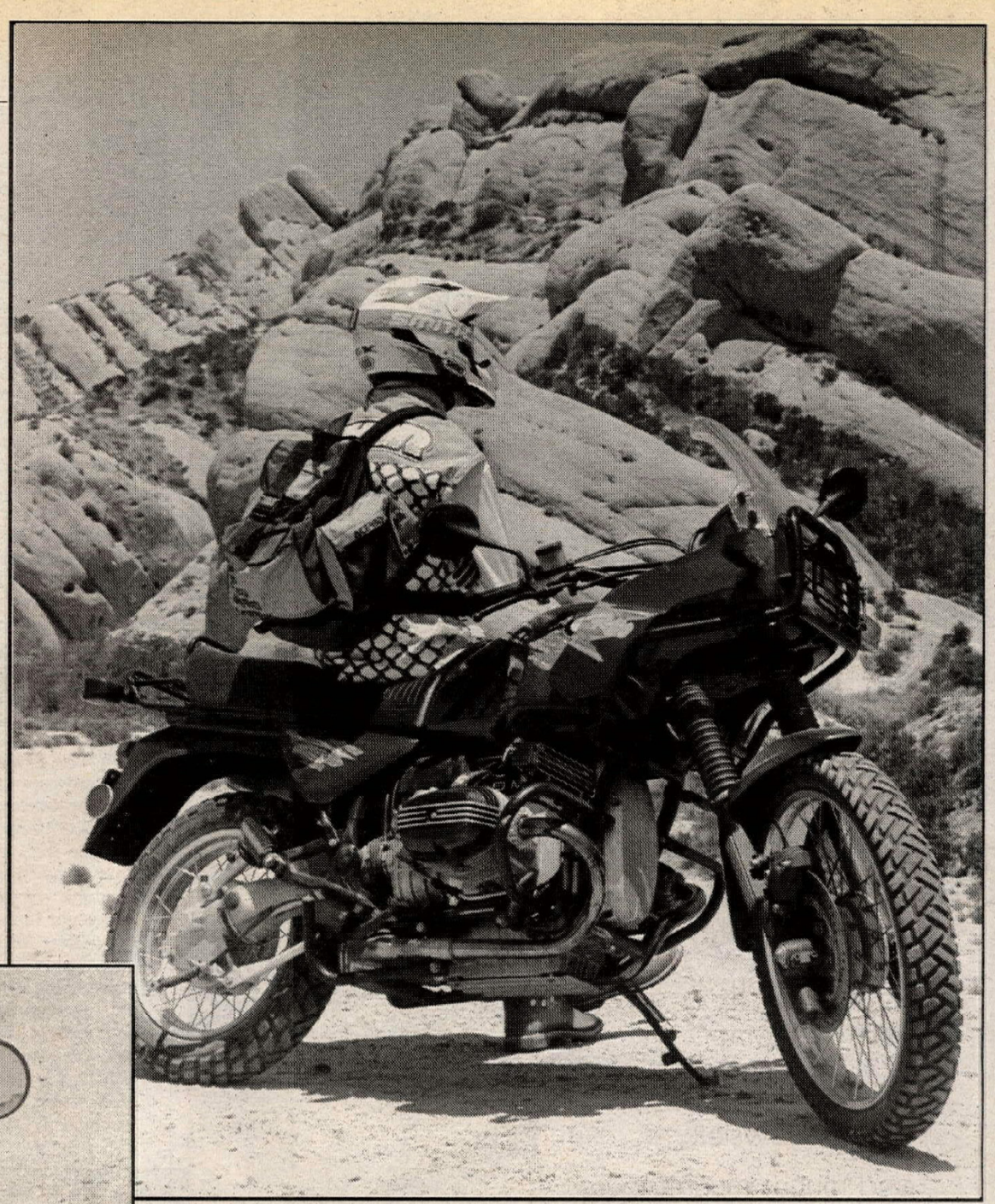
you up with a small grinding sound. Every shift requires the aid of the clutch. The gear ratios, however, offer the ideal compromise between street and off-road riding. On the open highway, the Beemer cruises along at 65 mph at 4000 rpm.

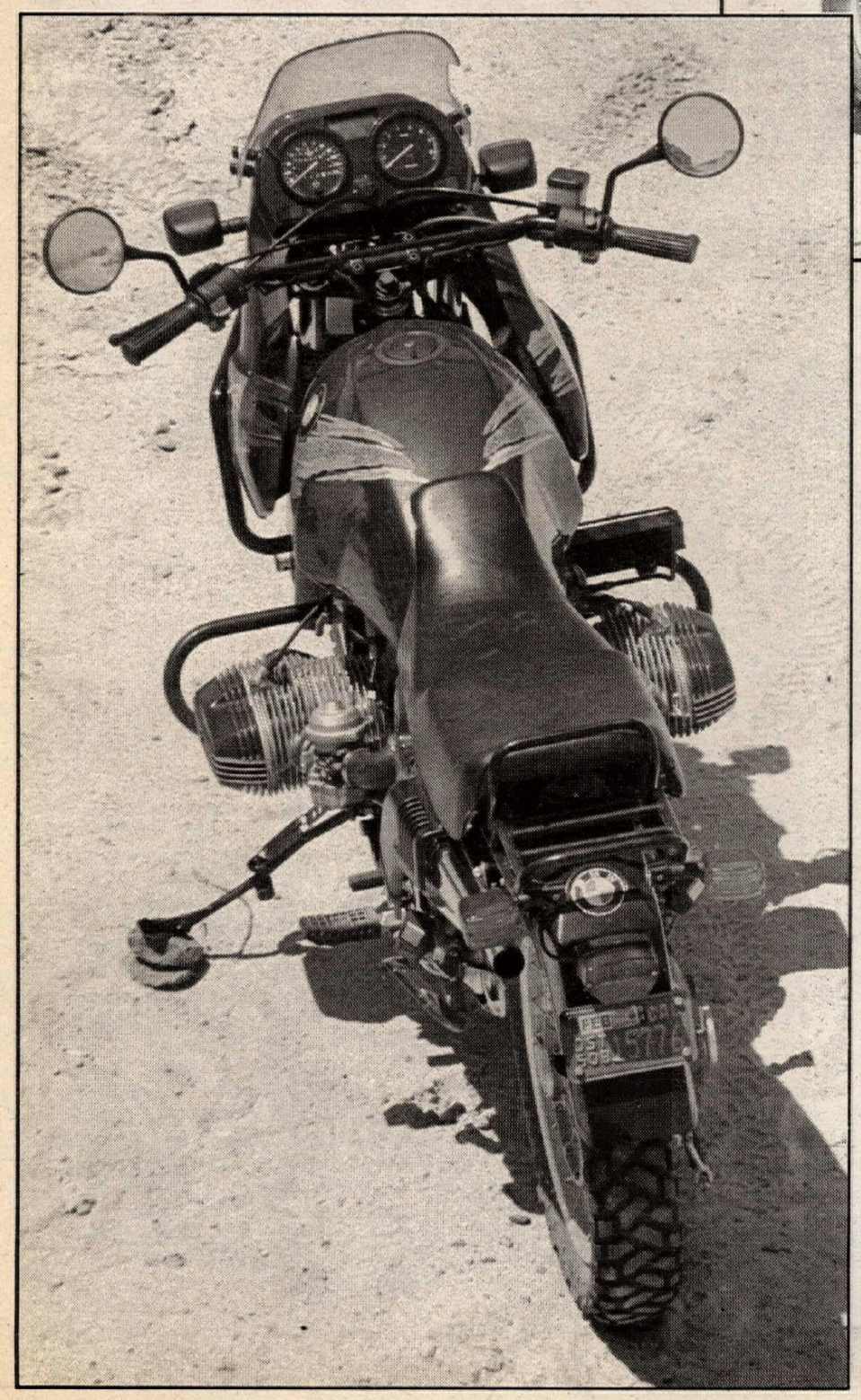
The GS has a few little annoyances. First, the kickstand. It's springloaded and can only be operated when standing alongside the bike. It can not be operated from the seat. (It also has a centerstand). Secondly, hardly a ride went by that we didn't curse the engine designers after "dinging" our shins on the protruding cylinder jugs or the carburetors. This not only hurts, but sometimes leaves grease and/or dirt stains on pant legs. Third, on several occasions we came close to draining the battery by leaving the key in the ignition's "P" (park) position, thinking it was in the "off" detent. (These two positions are usually reversed on other bikes). And last, but not least, the spin-off gas cap is a little awkward to use.

If it sounds to you that we aren't overly excited about this motorcycle, well, quite frankly, you're right. For everyday riding, commuting, and hard-core dual sport riding, we'd opt for other bikes over the GS. It just has too many little annoyances for everyday use, not to mention that it's slightly under-powered - for a near 1000cc motorcycle - and vibrates too much for our tastes. But, then again, the GS isn't designed to be a day-to-day commuter, or a tight woods trail bike. Instead, it's designed for open dirt roads, for those occasional multi-day getaways, and for those uses, the GS has many redeeming qualities. It has a proven motor, it goes a respectable distance on a tank of gas, it has a carrying rack, it can be ridden legally on- and off-road, and there's no doubting the fact that it looks different. It's definitely an attention-getter.

If you like sightseeing, and as long as you are not in a hurry, then you'll enjoy the Beemer. It'll take you almost anywhere.

The GS might not be exactly pretty, but it is a very functional motorcycle. It goes a long way on a tank of gas, can carry a 926-pound load, the twin-cylinder Boxer engine is a proven powerplant, and, perhaps best of all, it's street and off-road legal.





The R100GS might not be for everyone, but if more often than not your dual sport adventures cover long distances, the GS might be the hot ticket. CN

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

Specifications

BMW R100GS (R100GS Paris-Dakar)

Suggested retail price	$7790 (P-D $8790)
Engine type	Air-cooled, 4-stroke, opposed, twin
Bore x stroke	94.0mm x 70.6mm
Horsepower (claimed)	58 Bhp @ 6500 rpm
Torque (claimed)	56.0 ft. lb. @ 3700 rpm
Compression ratio	8.6:1
Valve gear	OHV, push-road actuated
Valves per cylinder	2
Camshafts	308 degrees
Ignition	Transistorized breakerless
Carburetion	2 32mm Bing constant-velocity
Cooling system	air-cooled, partial flow oil cooler assist.
Primary drive	Helical-cut gears with tensioner
Clutch	165mm dry, single plate with diaphram springs
Drive system	Enclosed driveshaft w/integral torsional damper
Final drive	Spiral bevel gear, 3.09:1 ratio (34/11)
Frame	Tubular steel, double front downtubes
Front suspension	Telescopic fork
Front wheel travel	8.8 in.
Rear suspension	Paralever swingarm, single gas shock
Rear wheel travel	7.0 in.
Front brake	Single, 2-piston double action caliper
Front brake rotors	11.2 in. Floating
Rear brake	Single drum w/dual brake shoes
Rear drum	7.9 in. dia.
Front wheel	1.85 x 21 in. alloy rim
Rear wheel	2.5 x 17 in. alloy rim
Front tire	90/90 x 21 in. tubles Metzeler
Rear tire	130/80 x 17 in. tubless Metzeler
O/A length	90.2 in.
O/A width	39. 4 in.
Wheelbase	59.6 in.
Ground clearance	6.7 in.
Seat height	33.5 in.
Handlebar width	32.7 in.
Steering head angle	62 degrees
Front wheel trail	3.9 in.
Weight dry (claimed)	434 lbs. (P-D 485 lbs.)
Weight wet (claimed)	505 lbs. (P-D 520 lbs.)
Maximum load	926 lbs. gross vehicle weight rating
Colors	Black/yellow and white/red (P-D White/green, and white/red)
Importer	BMW of North America, Inc. P.O. Box 1227, Westwood, NJ 97675-1227

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September 11/12 Land Between Lakes, KY (502) 522-6624	**October 2/3** McArthur, OH (614) 444-9600	**November 26-28** Los Angeles-Barstow-Las Vegas (818) 249-2141		**October 3** Big Bear, CA (714) 992-9291	**November 13** To Be Announced (619) 244-4655
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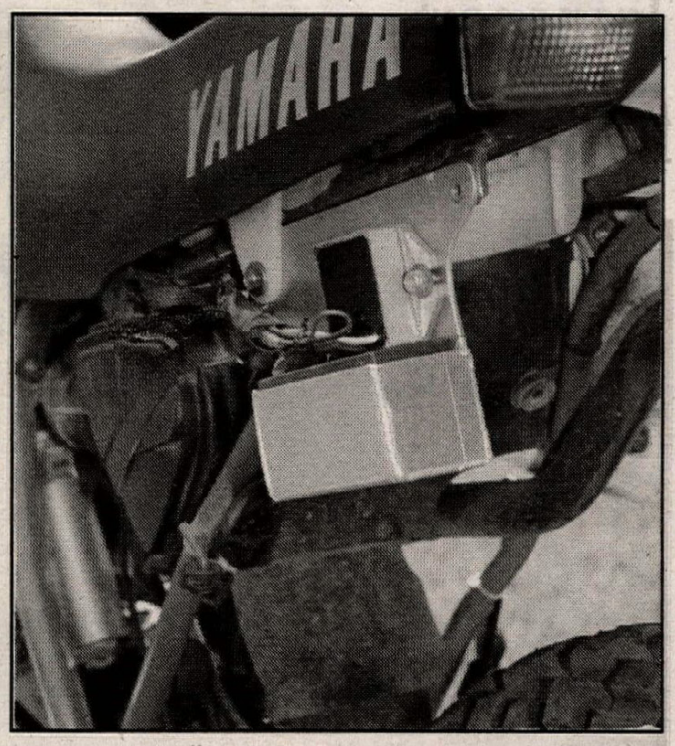
DUAL SPORT Yamaha TT350 conversion

Street legal TT350 made easy

If you live in southern California, you might want to consider taking your TT to Four Strokes Only to have the kit installed. For $150 more, Horton will install the kit on your TT350, and for another $150, he will even personally take your bike to the Department of Motor Vehicles (DMV) and license it - that is if you live in California, which

The now street legal TT350 - right down to the DOT-approved Bridgestone tires.



A 12 volt, 1.2 amp. gel cell battery is used and is housed in a sano aluminum battery/rectifier holder.

By Larry Langley

The Yamaha TT350 was perhaps one of the most under-rated off-road motorcycles ever built. From the debut units of 1986 to the final production models of 1988, the TT350 dirt bike lived in the shadows of the more-popular Honda XR350 and 600 off-road bikes, and while it never neared the popularity of the XRs, it did earn a certain degree of cult-like respectability from its relatively small numbers of owners. The bike was reliable, comfortable, easy to maintain, had decent suspension, and the motor developed ample horsepower in an almost lazy fashion. All this translated into an easy-to-ride, no frills motorcycle that was simply a fun dirt bike.

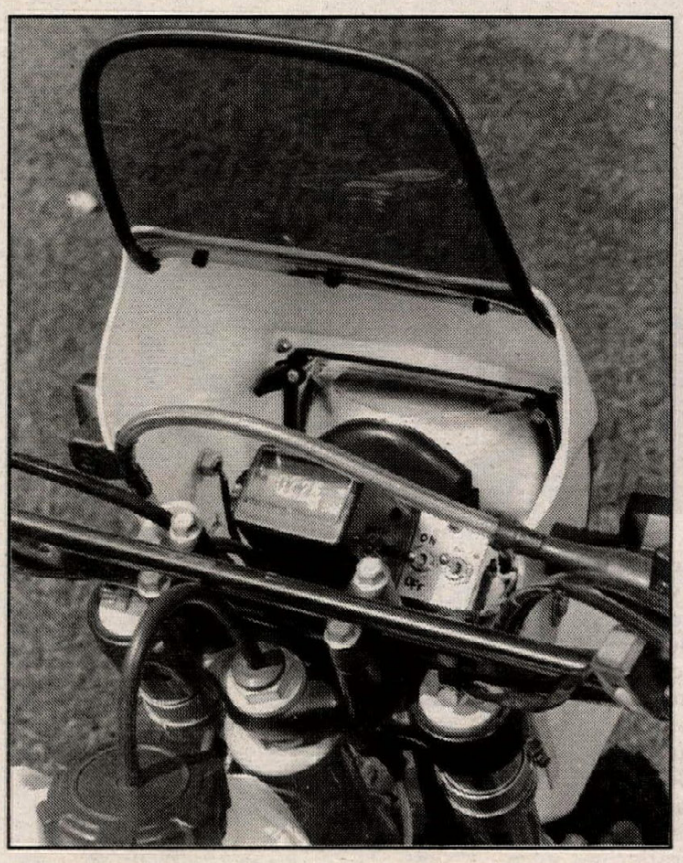
It is for these reasons that many TT350 owners are reluctant to part with their "babies," and have instead held on to their trusty steeds. Unfortunately, in these days of land closures, it's becoming harder and harder to find good, legal off-road riding areas to use the TT - or any dirt bike for that matter - without having to travel some distance with bikes in tow. This gets old, not to mention expensive after a while. And the end result is that your TT racks up more "garage time" and "trailer time" than trail time.

But there is a way to beat that - make your TT350 street legal. By doing so, you can join the legions of riders who are reliving the trail riding boom days of the late '60s and early '70s when, thanks largely to the best-selling Yamaha DT-1, trail riding meant heading your bike out of the garage and down the streets and roads and highways to the wide open spaces and/or woods. That's called dual sport riding now and it's becoming more and more popular with each passing day. The TT350 has all the makings of an excellent dual sport bike, but unfortunately, in stock condition, it's far from being street legal.

There are two avenues you can take to make your TT350 street legal. You can buy all the parts and do it yourself, or take your bike to a shop and let them do all the work for you. Both routes have their advantages and disadvantages.

Perhaps the biggest difference between the two options is that by doing it on your own, you don't have to pay for labor, which could save you a lot of cash, but ask anyone who's done it themselves and they'll no doubt tell you that it's a major pain in the you-know-what to make the TT350, or any dirt bike, street legal. Doing so requires buying *many* accessories, but that's not the hard part. What really throws a monkey wrench into the works is all the wiring that is needed. Rigging up all the electrical components you must install on the TT to make it street legal isn't something the average rider can usually accomplish on his/her own. If you're not exactly sure what you're doing, you can be in for a monumental headache. It takes all but an electronics wizard to make everything work. Unfortunately you can't just go out and buy a street-legal wiring harness for the TT, instead, it takes a hodge-podge of wires and connectors and lots of know-how to do the trick. Ugh!

Here's where Andy Horton of Four Strokes Only in North Hollywood, California, comes to the rescue. For one lump sum - $485 to be exact - Horton offers a unique package, or kit, that comes with everything you need to make your TT350 street legal, including a custom-built (by Horton) wiring harness. The kit also includes an Acerbis headlight and rear fender that comes complete with a taillight and brake light, turn signals, brake light switch, a Powersonics 12 volt, 1.2 amp. gel cell battery, an aluminum battery box with a built-in rectifier, horn, switches, instructions, and all the bolts and brackets to get the job done. Horton will also take your existing stator and rewire it for more output, which is required to charge the new battery keep the stronger headlight burning. In many states (check your local laws), your bike isn't required to have a battery, so a "minimum" kit is also available for considerably less. The complete kit adds approximately 10 pounds to the TT.



Included in the kit is an Acerbis-made headlight assembly, with on/off and high/low beam switches.

Sure, you can go out and purchase all these parts separately, but why bother when Horton has already done all the leg work for you? The simple fact that he handles all the electrical wiring makes the entire package well worth its weight in gold.

has the toughest motor vehicle licensing laws of all 50 states. If it passes in California, it should pass anywhere else, but - again - check your local laws, etc., etc., etc.

For those of you who don't live near North Hollywood, you can order the complete package over the phone, but you'll still have to send your existing stator to Horton so he can rewire it for you.

Four Strokes Only also has kits for other bikes. In fact, their specialty is street legal kits for Honda XRs. They've had kits for most XRs for many years now, unlike the TT kit, which is basically brand new, thanks to Horton's custom wiring harness.

We recently had Horton install his new kit on a 1986 Yamaha TT350, and although it took considerably longer for him to install the kit on our project bike than the two weeks he says he requests customers to leave a bike with him (a lot of this had to do with the fact that our bike was used to develop the kit), he returned the bike to us complete with a California license plate.

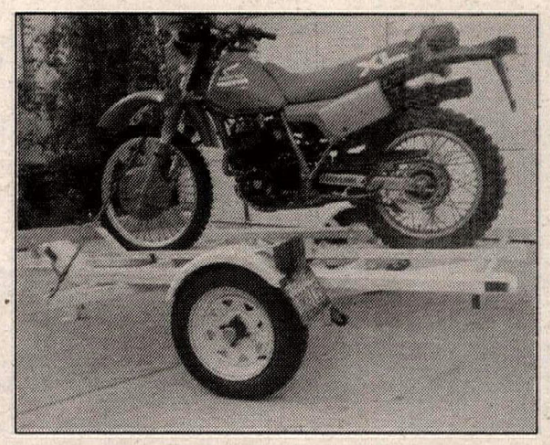
Since then, we've racked up quite a number of miles on the now street legal TT350 without experiencing a single problem. Simply put, we're impressed.

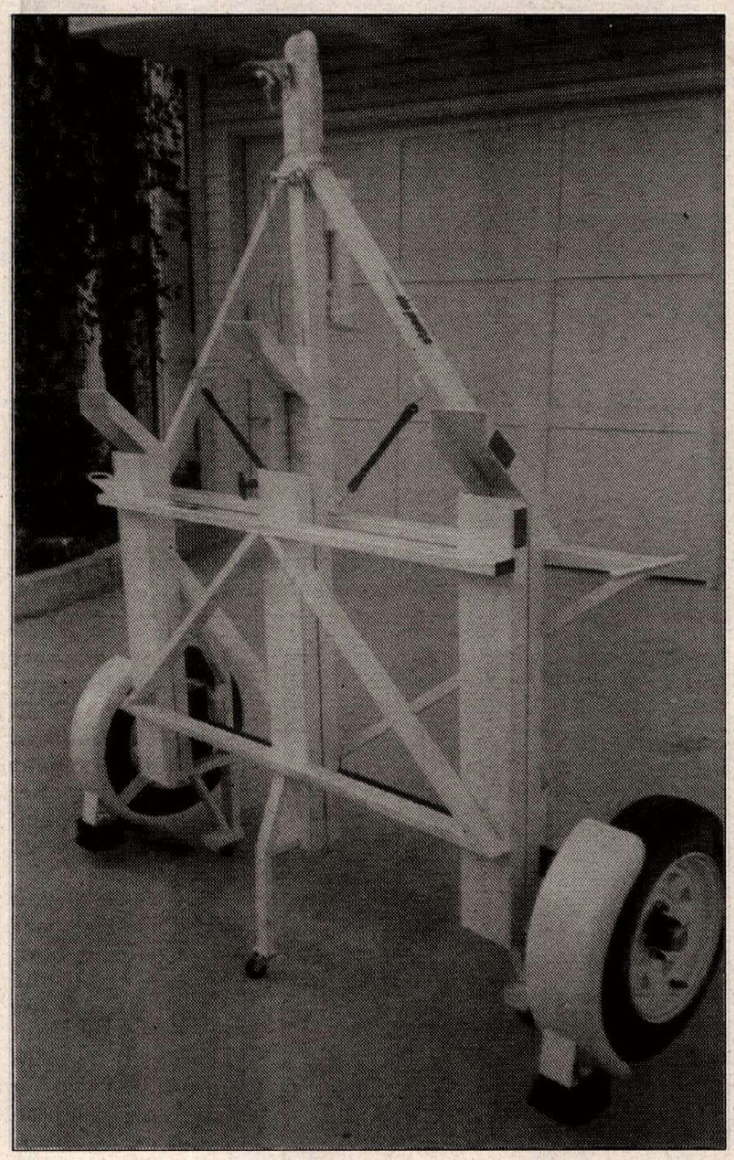
For more information, contact Andrew Horton, Four Strokes Only, 11650 Hart St., N. Hollywood, CA 91605, 818/765-5616. CN

PRODUCT EVALUATION

Kendon Industries:

Stand Up Transport folding trailer





Owning motorcycles can create a dilemma for those who have a limited amount of storage space, or don't have a truck to haul their bikes to their favorite riding places. The storage problem is certainly compounded when you must purchase a trailer to transport your bike(s). Unless you have a garage big enough to house a Boeing 747, there just isn't enough room in most garages to store motorcycles, cars, tools, bicycles, washer, dryer *and* a trailer. At least that's the way it is at my house. Luckily, Kendon Industries has come up with a product that can greatly alleviate the congestion problem with its Stand Up Motorcycle Transport, a fold-up three-rail trailer.

It's built from an all-steel-welded triangulated frame design, and when it's not in use, the trailer easily folds into an 80-inch tall, 70-inch wide and 22-inch deep configuration that rolls on ball bearing casters. In this shape, it can be scooted around and fitted into the same space as an average-size motorcycle. At 235 pounds, the trailer is light enough for one person to fold up the back portions of each of the three rails, tip up on the casters and maneuver around the garage.

The trailer features an independent rubber suspension axle, a 1000-pound payload capacity, stainless steel hinges, and 12 inches of ground clearance. As far as wheel and tire combinations, you have the choice of either the "standard" 5.70 x 8-inch solid wheels, or the more sporty looking 4.80 x 12-inch spoke wheels.

The idea of a folding trailer with an independent rubber suspension axle sounds a bit flimsy to us, but the numerous times in the past year we've used the Stand Up Transport folding trailer, we have been pleased at how solid it felt while towing under a load, even with three bikes aboard. Without a load, though, it skitters around a bit because of its fairly stiff suspension.

Attention to detail is commendable, with good-looking and seemingly high quality white powder-coated paint finish, and the folding action was smooth and easy. Our unit was tested with several optional upgrades, including a retractable jack stand, and 12-inch spoke/mag wheels (solid eight-inch wheels are standard). Kendon also has kits available to convert this model to use for a single personal watercraft, and plans to market storage trays for gear bags, and fuel trays designed to carry five-gallon Jerry Jug containers.

Perhaps the biggest drawback of the Stand Up Transport is the suggested retail price. The basic model carries a price tag of $899. Compare that to more traditional three-rail trailers that usually cost around $500, and the Stand Up trailer is certainly pricey. Overall, the Stand Up trailer is a pretty neat idea, and for those who are hurting for space, like most of us in the greater Los Angeles area, $899 might not sound too bad after all. At least it's cheaper than buying a new truck!

For more information, contact Kendon Industries, Dept. CN, 3951 E. LaPalma Ave., Anaheim, California, 92807. 714/630-7144.

Mark Thome

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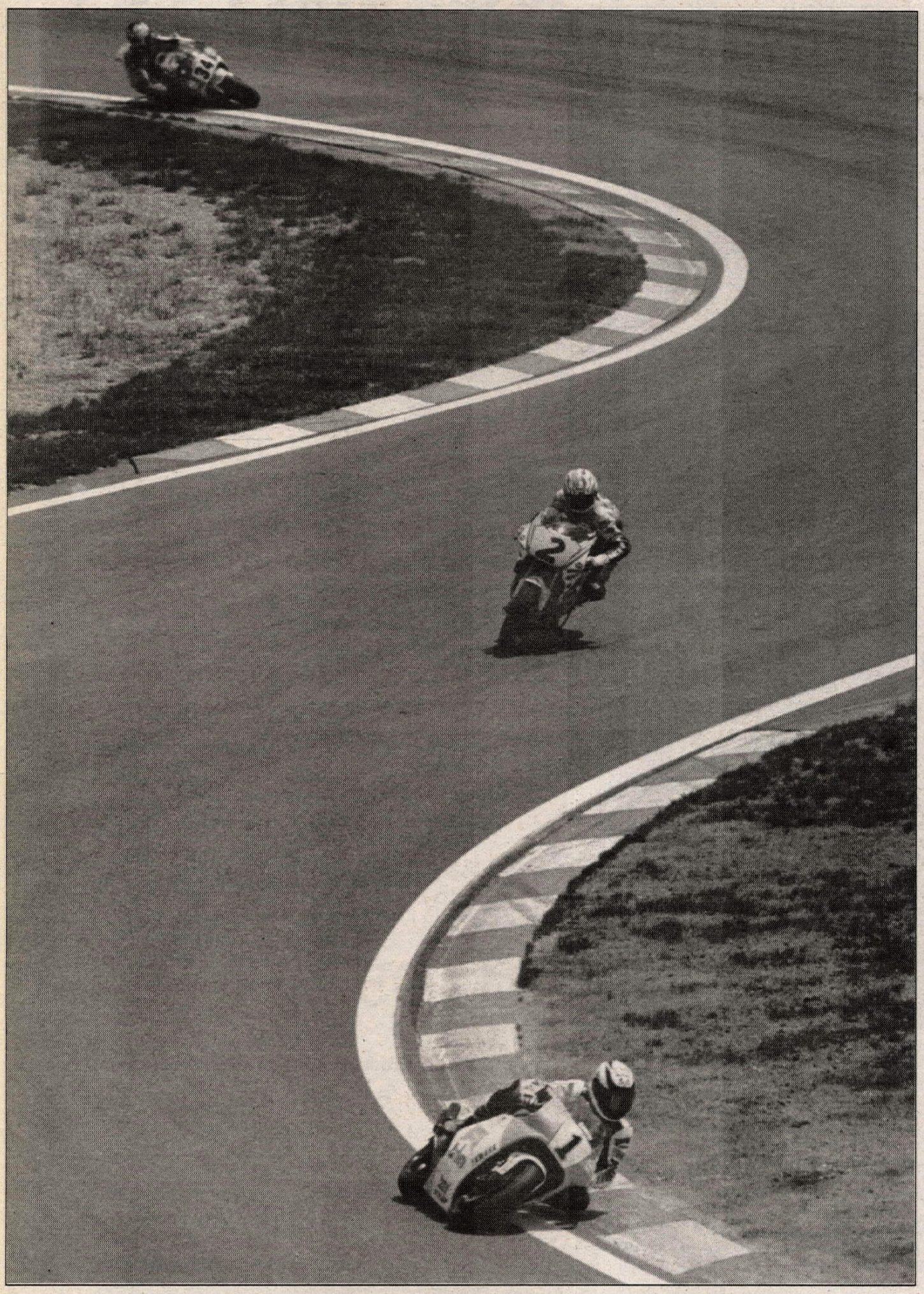
A message from the Motorcycle Industry Council

RIGHT TO RIDE

ROAD RACE World Championship Road Race Series: Round 8



Wayne Rainey (1), here leading Michael Doohan (2) and Kevin Schwantz (34), scored his third win of the series.

Rainey in command in Spain

By Michael Scott
Photos by Gold & Goose

BARCELONA, SPAIN, JULY 4

Wayne Rainey had to ditch his Yamaha chassis to return to winning form in the Grand Prix of Europe at the Circuit de Catalunya this weekend. After seeing his title prospects dwindle race by dismal race on the unsuccessful new factory frame, the triple World Champion finally cried enough, and fitted his works engine with a privateer-style Roc frame built in France, based on his own works chassis of 1991. The metamorphosis gave the Marlboro Yamaha rider a typically demoralizing start-to-finish win in the race, Roc-ing on home ahead of Rothmans Honda's Michael Doohan, less than four seconds behind, and Lucky Strike Suzuki's Kevin Schwantz who was third.

Rothmans Honda's Daryl Beattie was a distant fourth in a race that might have been very different but for a spate of mishaps. Marlboro Honda's Alex Criville was with the leaders when he fell before the end of the first lap; Shinichi Itoh's injected Rothmans Honda's brake trouble at the end of the second lap not only put him out with a heavy crash, but also eliminated Doug Chandler's fast Cagiva and sent Luca Cadalora into the dirt, in what had threatened to be the Marlboro Yamaha rider's first good race since he came to 500s this year.

The track played many tricks: stutter-bumps on the corner approaches making suspension settings and tire choice crucial; then a late temperature change combined with half-a-gale completely altering the character of the highly technical modern circuit from morning to afternoon.

The near-hurricane delayed racing by 30 minutes, but a fair-size crowd of about 50,000 braved high winds, high temperatures and high ticket prices for the second GP at the modern Catalunyan circuit outside Barcelona. They saw a processional race of attrition, with little in the way of close racing except for a stirring but unavailing attempt by Niall Mackenzie on the Valvoline-Roc Yamaha to take fifth place from Alex Barros's Lucky Strike Suzuki.

Racing in the other classes made up for anything lacking in the main race of the day. With 250cc title leader Tetsuya Harada of the Telkor Yamaha team and Assen winner Loris Capirossi of Marlboro Honda both out early on with engine failure, Rothmans Honda's Massimiliano Biaggi prevailed over a fearsome five-bike battle, using back-markers in the closing stages to pull out a 2.6-second lead over Japanese triple-champion Tadayuki Okada on a similar bike, and an inspired Alberto Puig on the Ducados Honda, with Kanemoto Honda's Nobuyatsu Aoki and Aprilia's Jean-Phillipe Ruggia following them home with no daylight showing between them.

The 125cc GP was another thriller, and a popular win for Marlboro Honda's Noboru Ueda, at the last gasp from Marlboro Aprilia's Ralf Waldmann, after another local hero, Carlos Giro, crashed his factory Aprilia while in a clear lead. Akiro Saito of Elf Team Kepla was third, Herri Torrontegui fourth, with Dirk Raudies taking the championship lead for fifth place, displacing non-finisher Kazuto Sakata, whose FCC Technical Sports Honda had engine trouble.

500cc GP

Long before half distance the 25-lap, 73.5-mile 500cc GP had turned into a replica of one of those boring 500 races from the old days, when there was a shortage of works bikes and people who could ride them, a dearth of privateers, and too many processions.

From the fifth lap on, the top five places remained the same, with the distances between most of the riders gradually stretching as time and race distance gradually passed by.

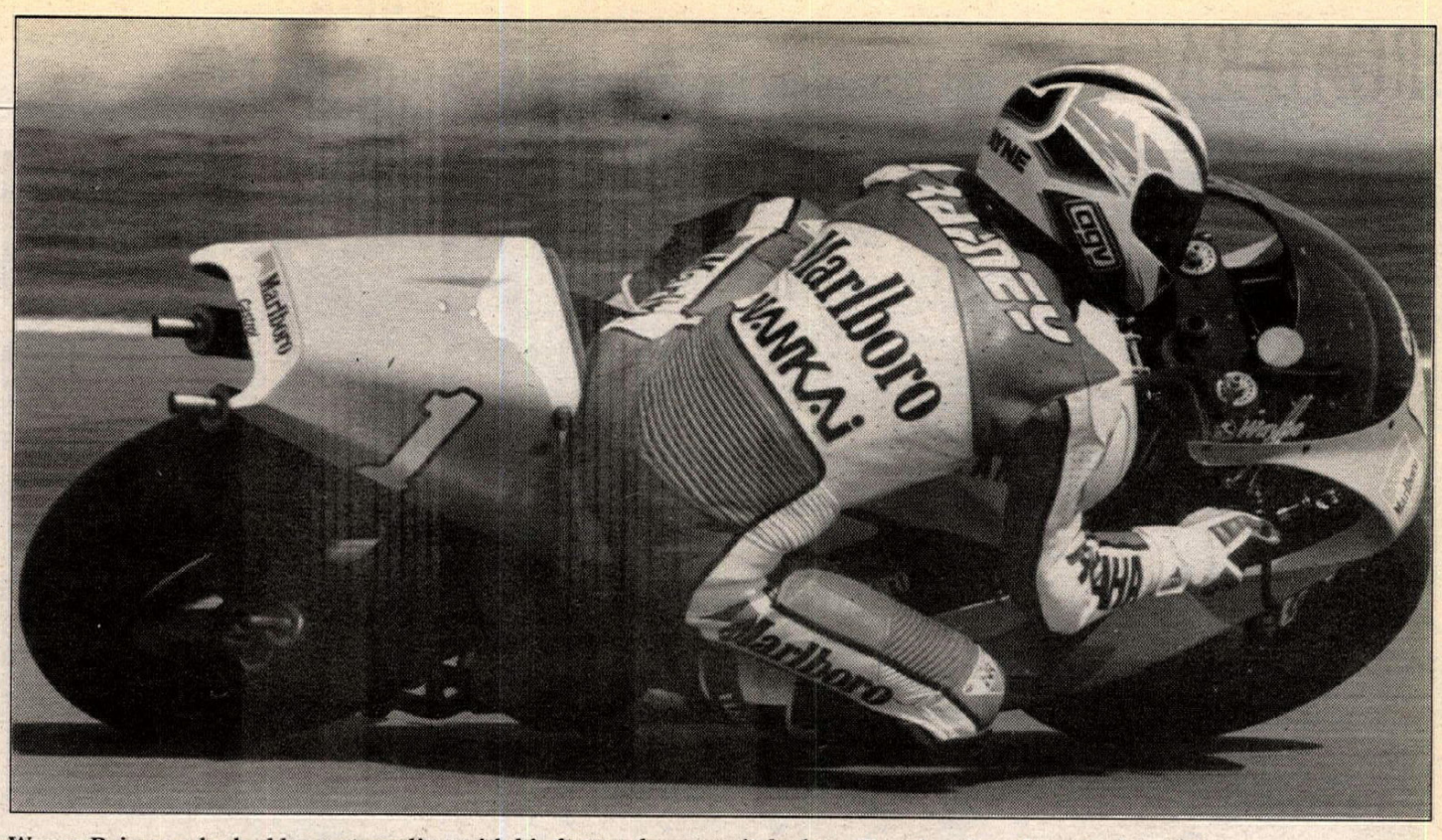
This is no reflection on the riders - especially Rainey, who quite naturally prefers to win going away, leading from start to finish. He probably would have

done so anyway, but there might have been a bit more action behind the top three but for a number of crashes and incidents.

First, Criville lost the front wheel on the last corner of the first lap, sliding out unhurt. Then at the far end of the straight, Shinichi Itoh ran into brake trouble, and crashed his injected Rothmans Honda into the back of Doug Chandler's Cagiva at the entrance to the first chicane. The Japanese rider fell heavily; Chandler ran onto the dirt and was trying to rejoin when he hit a rock in the gravel trap and also fell. Meanwhile Cadalora, having already brushed up against Beattie on lap one, was also peripherally involved and ran off without falling, rejoining almost a lap behind after a hard push out of the gravel-trap.

Rainey had been first away, with Doohan chasing him and a slow-starting Schwantz slotting into third at the first chicane, with what even he described as "a gutsy move". They stayed in the same order from there to the end, with Rainey setting fastest lap on the fourth, and gradually extending his lead.

"I don't think anyone's bikes were working real good today," he said. "It was a whole different race track compared with morning warm-up, but my guys noticed the track temperature had gone up by five degrees, and fitted a harder rear just before the race."



Wayne Rainey, who had been struggling with his factory frame, switched to a Roc chassis and smoked the field.

This might have been crucial; so too the switch to a Roc chassis, with its better "feedback" to the rider. But the most important ingredient is surely the rider, whose determination meant he was able to benefit from his good start, and keep the persistent Doohan safely at bay. "I just kept on pushing," he said.

Doohan had a similar race, just that little bit behind. At the finish the gap was just 3.89 seconds. "The track was different for me too, and my tires weren't working," he said. "I got serious a few times, but every time I'd make a mistake. I kinda figured with 10 laps to go it was going to be tough, though I

Doohan on the pole again

Complaints about the rippled stutter-bumps approaching the corners of the Montmelo circuit - usually blamed on hard-braking Formula 1 cars distorting the surface - were almost universal - only hometown hero Criville loyally lied: "The track is perfect, and it is a pleasure to race on it."

The ripples are met while braking has already used up much of the front suspension travel; the difficulty lies in finding an acceptable compromise between springs soft enough to give the compliance needed here, yet hard enough to make the bike stable on the long almost continuous corners.

Doohan solved the puzzle best to take his second consecutive pole, by a quarter of a second, and on a time set early on before searching through the various tires. "I think I'll go back to the one I used for my fast lap," he said, unsurprisingly.

Clearly, as a week before at Assen, Doohan is rapidly regaining form and was hopeful of his first win for over a year, though he still feels that he is not riding at full potential. The big change came from the new cylinders that Honda developed for him before Assen. "They're more like last year's, with better punch out of the corners. Before, I was losing time to the Suzuki because of wheelspin," he explained.

Second came Schwantz, who found the peculiar demands of the Catalunyan circuit for the first time found weaknesses in the Suzuki's balance. "We've had more trouble here getting the bike right than anywhere all year," he said. "But we have the bike right now, and I was doing consistent laps while some of the others were struggling. We'll have to see how strong they are at the end of the race."

Rainey pushed through to third with his Roc-framed works-engined bikes, and was a changed man inasmuch as he had achieved forward progress and comprehensible response to adjustment for the first time all year. "On the first day I tested a Roc chassis back to back with the factory one. It felt so much better that I came in and told the guys to bolt me up another Roc. I'm getting feedback from the bike. We'll see tomorrow if it's the right feedback." He won here last year, and (like Doohan) pointed out: "Last year a lot of people went faster in the race than in practice. I was one, and I hope I can again."

Criville completed row one, and flat refused to join in criticism of the Catalunyan track. No doubt a huge local following moulded this opinion; but his hopes of a win were dented by his still-painful foot injury sustained at Assen.

Just over half-a-second covered the front row: another two-tenths adrift came Chandler, who had led after the first day as the Cagiva again showed the improvement found by fitting Ohlins. Then, chasing the right front-end setup he slipped off on Saturday morning, quite unhurt. "We tested a new front tire with a softer construction, and it just folded under me," he explained. In the afternoon, a front fork experiment was unsuccessful, and caused him just to miss the front row.

Cadalora was alongside, after earlier lying higher in a complete reversal of his previous form on a 500. He had decided to stick with the Yamaha chassis rather than following teammate Rainey Roc-wards, and was thrilled that in spite of his caution with the front wheel, his rhythmical riding put him on the pace for the first time. He ended up the last rider in the 1:49 bracket - only Doohan had clocked a 1:48.

Beattie was next, not dissatisfied with a second-row start. "The corners are long here, and you have to make them flow," he said. "If you rush it you lose your corner speed. But it's not so much a matter of learning the track as getting the bike set up."

Itoh came next, his fuel-injected bike setting the fastest speed trap times in the final session - some 190 mph compared with 189 for Doohan, 186 for Schwantz and 185 for Rainey.

Mackenzie led row three after improving steadily throughout, his position as top privateer putting ahead of a troubled Alex Barros's works Suzuki. The Brazilian was puzzled, blaming difficulties with front suspension for the first time all year; while his team overnight changed absolutely everything on the bike including chassis and engine in a bid to shake him out of his low.

Tsutomu Udagawa was next, victim of a minor spill on day two; then came Spaniard Lopez Mella, threatening that this would be his last race unless he could find some sponsorship pronto.

Jose Kuhn, on the injured Spencer's Yamaha, led row four from Naveau, Garcia and Garriga, who was having a terrible time in his return to the class as a wild card rider on a spare Cagiva. The Spaniard crashed in the mud on only his second lap, and said miserably after practice: "It's 10 months since I rode a 500 and now I have changed my style to suit a superbike. I am finding it very difficult."

There were 31 qualifiers, Papa's Librenti was last as usual.

Max Biaggi's first 250cc pole of the year came at the track where he last year set his first GP pole, but it was only towards the end of the final session that he really got going, among some acrimony.

The first criticism came from his rival Reggiani, who had been fastest on day one, and found Biaggi latched on to him in the closing stages. "He is like a trailer. He always waits for somebody to catch: he never rides alone. I don't like it when someone is using you to exceed their own limits. It can be dangerous."

The second came from Max and was addressed to his crew chief Erv Kanemoto as a back-handed compliment. "I like to go out and do a lot of laps to get my rhythm, but Erv is always trying new things, and he only wants me to do a few laps at a time. Anyway, it worked out well here, and at last the front Michelin is good. It may be the heat. I've always said when the bike is working well then I'll go well too."

Harada was placed second by three-hundredths, calm and confident as he faces the second half of his debut World title campaign, now with his greatest rival Romboni out of action. His statement was as typically self-contained as his riding style: "The bike feels very good on the track, with perfect settings. Tomorrow will be hard on tires, so it is important to stay in touch without pushing the lap times too hard."

Capirossi was third after surviving unscathed a crash in the rain on the first day. He left his charge to the very end of practice after concentrating on getting the front suspension as good as possible in the time available.

Reggiani completed the row, saying he might have been faster but for his Biaggi problems. "I backed off when I saw him behind me, and lost my chance before the end of practice."

Ruggia was just behind on the other Aprilia, leading row two, and proving that the Italian bikes with the new cylinders received two races ago have regained the power equality that made them so competitive with the Hondas last year. Of course handling is the machine's strongest point, and is as important here as top speed.

Next came Aoki, regaining speed; and Puig, who gained speed by virtue of racing at home, after a dismal showing on his NSR so far. Okada completed the row, after placing third on day one. But the Japanese rider was in pain from his wrist injury, with the pins working loose.

Bradl led row three, complaining about the number of younger riders who seemed to try and use him as a qualifying locomotive. "I wish it could be that people would just go out and try and get their bikes set up, like it used to be in the old days. I slowed down to avoid helping others here, which hurt my qualifying time."

Bradl had on-form Adrian Bosshard alongside on his RS Honda, with Cardus' NSR next, the Spaniard still below par with hand injuries; and Chili on the far end of the third row, blaming mechanical problems in the final session for a lowly position.

Protat led row four from Schmid, d'Antin and Zeelenberg, with row five Suter, Crafar, Patrick van den Goorbergh and wild card rider Riba.

Crafar? The New Zealand rider had made a GP debut riding a year-old Harris in the 500 class, culminating in an impressive ninth at Assen. Now he'd been signed up to take over the sacked John Kocinski's Suzuki, and he was making a good start on a bike that still needed many adjustments simply for his size and weight, even before setting it up for his riding style.

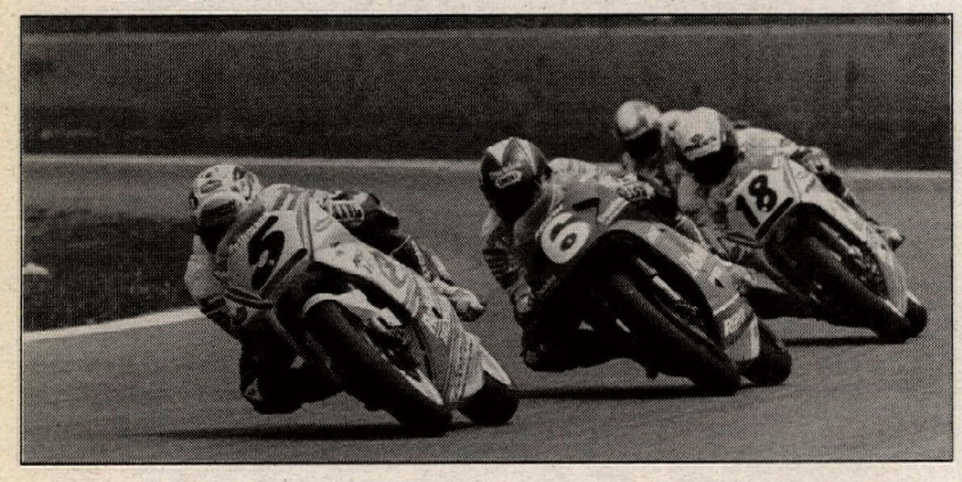
There were 34 qualifiers on nine rows, with former MX superstar Jean-Michael Bayle on the eighth row in 30th position.

ROAD RACE World Championship Road Race Series: Round 8

Shinichi Itoh (sliding) hit Doug Chandler on the first lap and went down. Chandler ran off the track and also fell.

(Left to right) Michael Doohan, Wayne Rainey and Kevin Schwantz celebrate on the podium.

Max Biaggi (5) posted the win in the 250cc class, while Alberto Puig (6) was third.



didn't give up." He said that the high wind made some of the right-handers "a bit scary", but didn't otherwise affect him.

Third-placed Schwantz never looked like challenging, in keeping with his resolve only to do as much as he can on the day, after being caught out by a puzzling response to the different conditions. "In the morning I had a bike that I thought could win. In the afternoon, there wasn't anything I could do to catch the other two," he explained. But he had enough of a cushion that he could even slack off a little at the end to finish almost 19 seconds behind the leader. He was helped by the early incidents, for after Rainey had lapped Cadalora, Schwantz could not catch the Italian.

As this trio gradually drew apart from one another, they were also leaving Beattie behind. The second Rothmans Honda was 46 seconds adrift at the finish after a lonely race. He'd lost touch after his Cadalora contact on lap one. "After that it was hot and boring," he said.

The battle for fifth was absorbing. Barros had got away way down, and fought his way through clutches of privateers to take fifth on the fourth lap. At that time he was less than five seconds behind Beattie, but try as he might he couldn't stop the Australian gradually pulling away, troubled throughout practice with a lack of adhesion.

But he had another problem. He had brought Mackenzie with him, and the Scot was not only well able to keep his private bike with the Brazilian's factory machine, but to push him very hard. Only his relative lack of horsepower prevented him from actually passing, since he knew he would only be overtaken again first time down the straight. Accordingly he saved his attack for the last corner, where he moved inside Barros and pulled alongside as they raced to the flag. He failed to catch him by half-a-wheel, and said later: "I'd be happy if I had just half-a-horsepower more."

He was again handsomely the top privateer, with three factory bikes behind him. He'd been pulled clear of a good three-bike battle, with the factory Yamahas of Garcia and Kuhn and the Roc of Lopez-Mella swapping back and forth. Then Garcia lost the front wheel and crashed, while Lopez-Mella clinched seventh by less than a 10th of a second.

Garriga was a lonely ninth; another 10 seconds back came Renzo Colleoni's Roc, winner of another good three-bike battle after outdistancing Jeremy McWilliams in the closing stages, the last rider not to be lapped. Sean Emmett had been with them, but dropped off the back to finish 12th. The final points went to Andreas Meklau, Cees Doorakkers, and Cadalora, who had rejoined after his farming trip.

Schwantz of course retained his World Championship lead, but Rainey cut it back to 19 points, to give a quickening of interest to the latter half of the season. The scores are 172 points to 153. Beattie is still third on 106, Doohan is closing up on 95, Criville losing ground on 77.

250cc GP

Like all the others, the 250cc GP, the first race of the day, was 30 minutes delayed, and started in a high wind. This was following the bikes down the straight, increasing revs and possibly responsible for an most unusual number of engine failures affecting top runners.

The first to go was title leader Harada, after just one lap of the 23-lap, 67.6 -mile race slowing suddenly as he passed the pits. "It was disappointing, but cowboys don't cry," he said later. "Especially when they're Japanese."

After six laps, Reggiani also pulled out of the leading group, his Aprilia blown up. "That's always a risk when you go for more power," he said. One lap later, Capirossi's Honda suffered a similar fate. And with Romboni already out and Bradl delayed after an early collision with Chili, lucky Harada's main championship challengers also failed to score.

Biaggi took control from pole position and led the first seven laps. But it was very narrowly, ahead of a brawling six-pack mainly led by Okada.

The Japanese factory Honda rider moved to the lead on lap eight and nine, and was knocked back to third again on lap 10, a reflection of the closeness of the racing as an absolutely inspired Puig (best of the surviving Dunlop men) moved to second behind Biaggi, and then took the lead briefly.

The Spaniard was reversing all opinions of his so-far lackluster first year on his Ducados-backed Kel Carruthers-tuned works Honda, and riding like a potential race winner he went back and forth with Biaggi over the next few laps, with Okada, Aoki and Ruggia nosing in among them from time to time.

It looked like another race to be decided on the last lap - but then they started to catch slower riders, and Biaggi managed firstly to grab a small advantage by passing a pair just before one corner, and secondly to consolidate that advantage over the few remaining laps, setting fastest lap and pulling slowly but steadily clear as the others tripped over each other in pursuit. He won his second GP and his first on a Honda by 2.6 seconds, saying later: "Because of the wind all the braking points were different, and also the angle of lean. I spent the first half of the race getting used to it, but then I was ready to move away."

It seemed the Hondas were best able to cope with the over-revving down the straight, and Okada managed to make a small break at the start of the final lap after Aoki made an error and gave him a bit of extra room. He secured second by just under a second.

Now the real battle was for third, and to the delight of the crowd Puig just managed to snaffle it from Aoki by two tenths - fending off no less than three attacks in the last laps. Ruggia was a similar distance behind.

Cardus was a strong sixth, just failing to catch up with the leaders all race long, with Luis d'Antin following his countryman to an excellent seventh on his stock Honda.

The next group had lost ground throughout, with Andreas Preining holding eighth for most of race distance, before getting snapped up by Zeelenberg's similar Aprilia in the closing laps. Eskil Suter's Aprilia had also been with them, but dropped back to retire; Simon Crafar on the Lucky Suzuki had been on the back of the group, but a bad front tire choice meant he was unable to move forward with Zeelenberg towards the end. He thus took 10th in his first 250 race.

Bradl was 11th after a bad afternoon. He'd been jockeying for position in the top 10 in the early stages, and had got ahead of Chili's Yamaha, both still in the leading pack. Then Chili lost it under braking for the track's last right-hand bend, bumping the German. He managed to stay wheels down, then Chili's fallen Yamaha slid into his bike for a second time, knocking him off. He remounted in second-to-last place, and rode through almost to rejoin the top 10 by the finish. On the way he had overtaken slow-starting Jochen Schmid's factory Yamaha, who came with him to follow across the line just two seconds adrift.

Chili took a hard knock, but escaped serious injury but for a dislocated toe.

Patrick van den Goorbergh was 13th, also having been pulled clear of his group by Bradl. Bernd Kassner was 14th, with Jeandat 15th and Haengelli next, missing out on the last point by just over a 10th of a second.

Promising new wild-card rider Peere Riba, leader of the Ducados Supersports 600 championship, was 17th, with Bayle 18th.

In championship terms it was almost as though the race hadn't happened. Non-finisher Harada remained ahead on 135 points, non-starter Romboni held second on 96, while Bradl hardly improved, adding only five points to bring his total to 87. Biaggi is now

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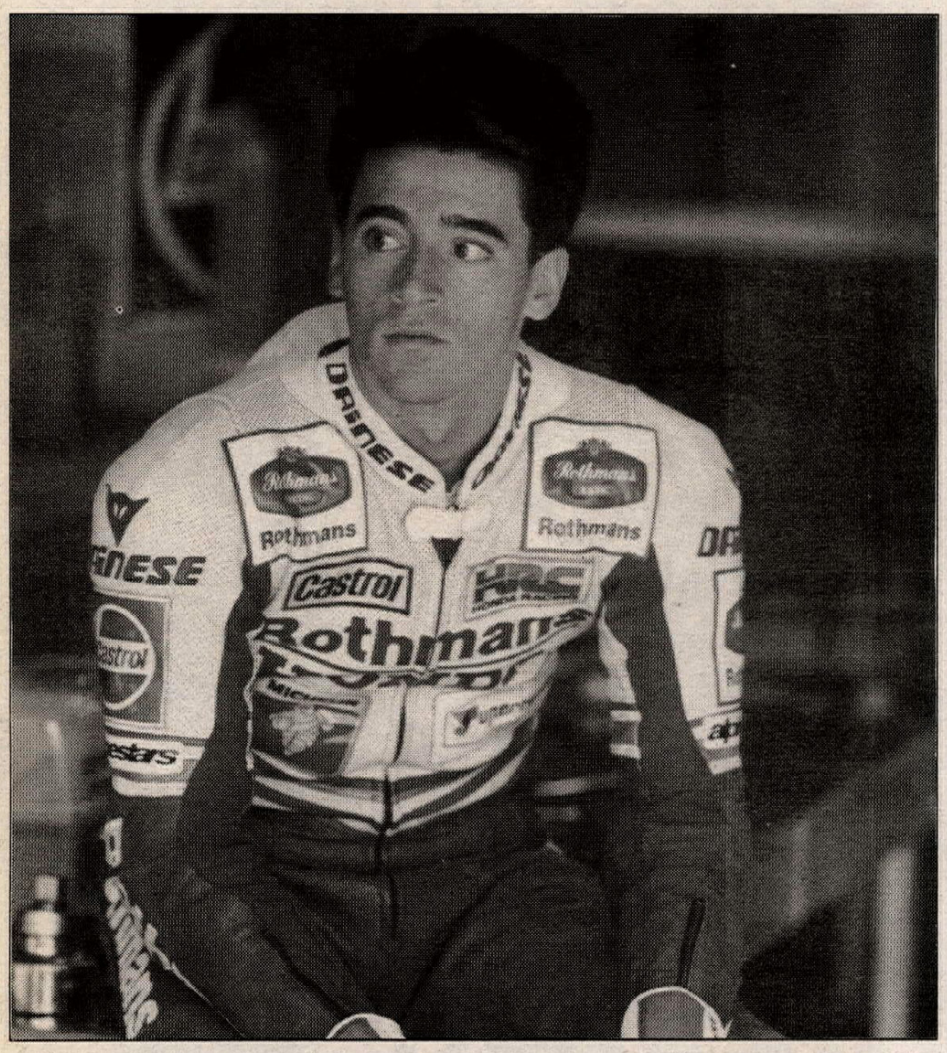
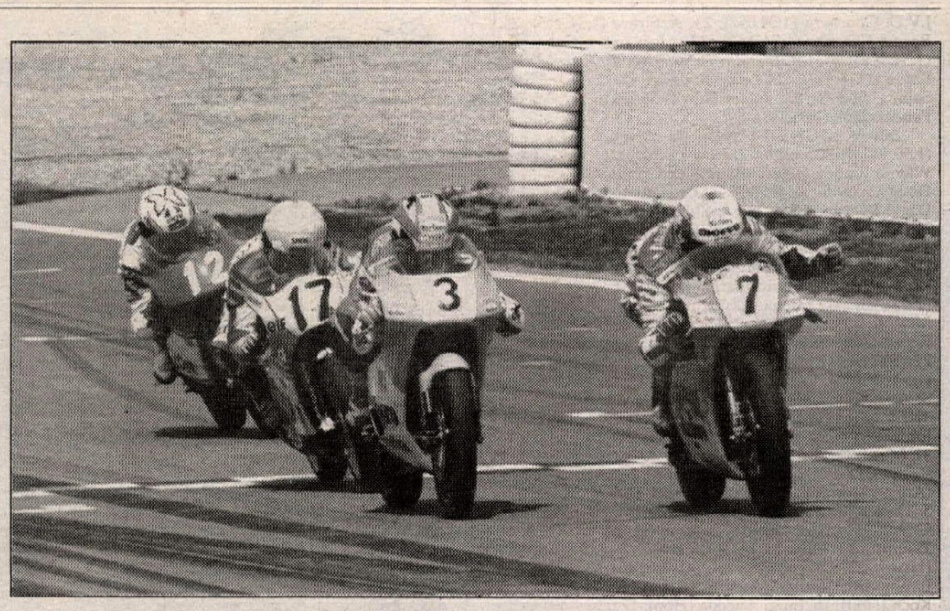
ROAD RACE World Championship Road Race Series: Round 8



Michael Doohan qualified fastest, but was second to Wayne Rainey in the GP.



Noboro Ueda (7) crosses the finish line in the thrilling 125cc race, with Ralf Waldmann (3) second and Akira Saito (17) third. It was Ueda's first win of the series.

fourth on 85, and non-finisher Capirossi dropped a place to fifth, one ahead of non-starter Kocinski on 80. Harada could hardly have asked for a better outcome to his first retirement of the year. CN

Results

125cc QUALIFYING: 1. Takeshi Tsujimura (1:56.699/90.791 mph); 2. Dirk Raudies (1:57.272); 3. Ralf Waldmann (1:57.578); 4. Noboru Ueda (1:57.579); 5. Akira Saito (1:57.758); 6. Kazuto Sakata (1:57.818); 7. Herri Torrontegui (1:58.016); 8. Jorge Martinez (1:58.020); 9. Peter Oettl (1:58.051); 10. C. Checa (1:58.183); 11. Carlos Giro (1:58.263); 12. Ezio Cuppini (1:58.273); 13. Oliver Petrucciani (1:58.293); 14. Gabriel Debbia (1:58.362); 15. Gary McCoy (1:58.456); 16. Ezio Gianola (1:58.462); 17. Luigi Ancona (1:58.661); 18. Hans Spaan (1:58.748); 19. Kinya Wada (1:58.758); 20. Julian Miralles (1:58.872); 21. Manfred Baumann (1:58.963); 22. Fausto Gresini (1:58.979); 23. J. Sarda (1:59.031); 24. Oliver Koch (1:59.114); 25. Haruchika Aoki (1:59.148); 26. Maik Stief (1:59.295); 27. Arie Molenaar (1:59.328); 28. S. Sato (1:59.594); 29. Lucio Cecchinello (1:59.683); 30. Manuel Hernandez (1:59.778); 31. Neil Hodgson (1:59.911); 32. Giovanni Palmieri (2:00.256); 33. Luis Alvaro (2:00.482); 34. Stefan Kurfiss (2:00.538).

250cc QUALIFYING: 1. Max Biaggi (1:50.701/95.71 mph); 2. Tetsuya Harada (1:50.731); 3. Loris Capirossi (1:50.955); 4. Loris Reggiani (1:51.052); 5. J.P. Ruggia (1:51.268); 6. Nobuatsu Aoki (1:51.479); 7. Alberto Puig (1:51.608); 8. Tadayuki Okada (1:51.842); 9. Helmut Bradl (1:51.883); 10. Adrien Bosshard (1:52.202); 11. Carlos Cardus (1:52.318); 12. P.F. Chili (1:52.344); 13. Frederic Protat (1:52.557); 14. Jochen Schmid (1:52.640); 15. Luis D'Antin (1:52.737); 16. Wilco Zeelenberg (1:52.847); 17. Eskil Suter (1:53.019); 18. Simon Crafar (1:53.040); 19. P.V.D. Goorberg (1:53.161); 20. P. Riba (1:53.622); 21. Luis Maurel (1:53.716); 22. Bernard Haenggeli (1:53.947); 23. Andy Preining (1:53.984); 24.

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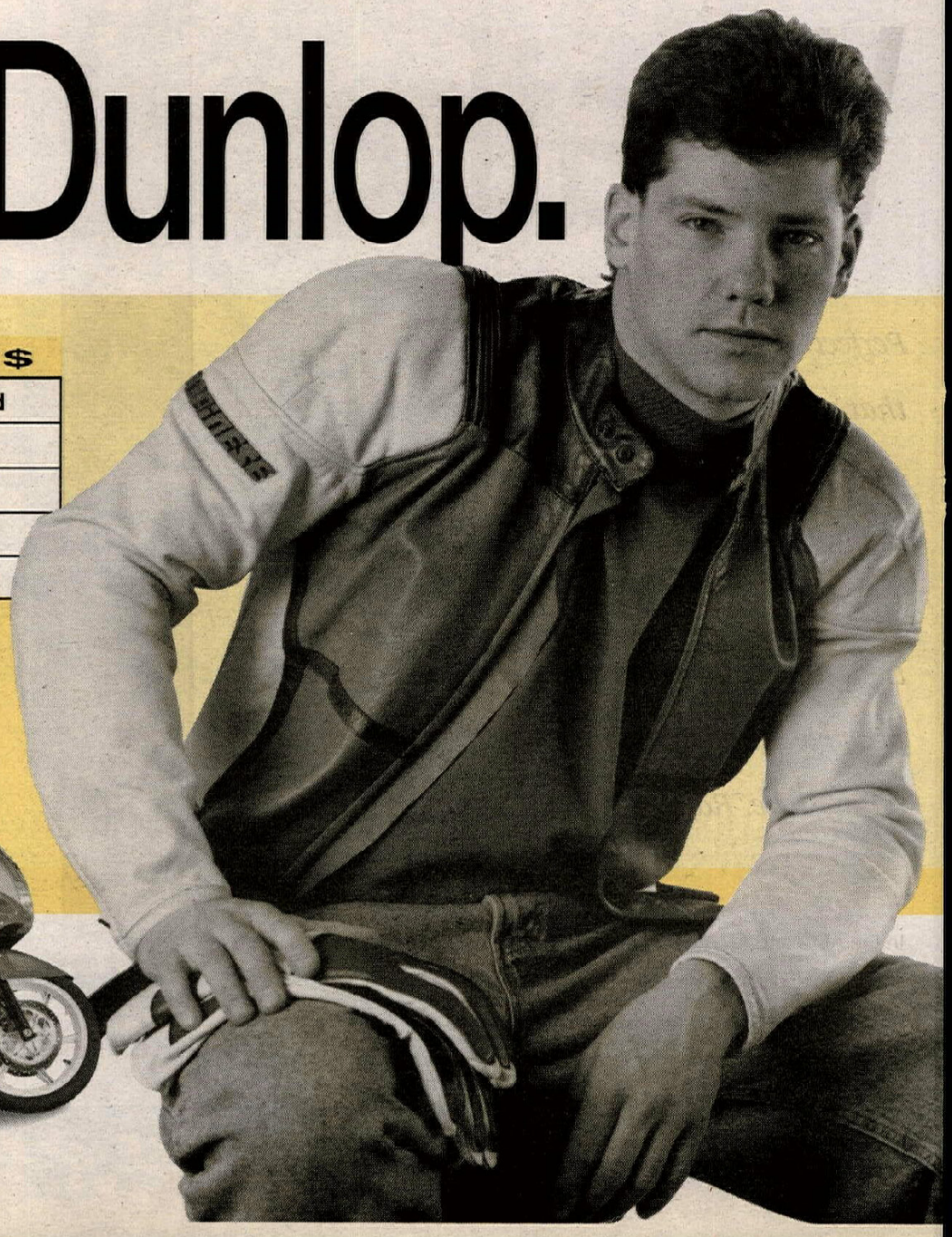
At Dunlop we feel that it's not just what you post - it's what you pay. Dunlop is truly dedicated to developing motorcycle performance through involvement in road racing - development that's proven in our race results.

$ SCOREBOARD $

Manufacturer	Paid*	% Paid
DUNLOP	$40,650	91%
Bridgestone	$200**	1%
Michelin	$3200	7%
Metzeler	$300	1%

* Sources: 1993 Official AMA and AMA/CCS reports through Loudon, New Hampshire for Superbike, 250cc Grand Prix, 600cc and 750cc Supersport and U.S. Twin sport classes.
**AMA/CCS reports for 600cc and 750cc Supersport and U.S. Twin sport classes are no longer available for this manufacturer. Scoreboard calculations for this manufacturer through the first four AMA-AMA/CCS road races of 1993.



Brad Carbough
Honda Owner
1991 Honda CBR 600

J.V.D. Goorberg (1:54.057); 25. A. Sirera (1:54.115); 26. Bernd Kassner (1:54.142); 27. Alessandro Gramigni (1:54.208); 28. J.P. Jeandat (1:54.710); 29. Jean-Michel Bayle (1:54.942); 30. Luigi Bodelier (1:55.186); 31. O. Sainz (1:55.521); 32. Volker Bahr (1:55.975); 33. Massimo Pennacchioli (1:56.288).

500cc QUALIFYING: 1. Michael Doohan (1:50.400/96.935 mph); 2. Kevin Schwantz (1:49.206); 3. Wayne Rainey (1:49.256); 4. Alex Criville (1:49.574); 5. Doug Chandler (1:49.780); 6. Luca Cadalora (1:49.845); 7. Daryl Beattie (1:50.121); 8. Shinichi Itoh (1:50.608); 9. Niall Mackenzie (1:51.072); 10. Alex Barros (1:51.490); 11. Tsutomu Udagawa (1:52.234); 12. Juan-Lopez Mella (1:52.356); 13. Jose Kuhn (1:52.423); 14. Laurent Naveau (1:52.573); 15. Bernard Garcia (1:632); 16. Juan Garriga (1:52.793); 17. Michael Rudroff (1:52.857); 18. Jeremy McWilliams (1:52.912); 19. Serge David (1:53.019); 20. Renzo Colleoni (1:53.110); 21. Sean Emmett (1:53.361); 22. Kevin Mitchell (1:53.441); 23. Andreas Meklau (1:53.610); 24. Cees Doorakkers (1:53.660); 25. Andrew Stroud (1:53.828); 26. Lucio Pedercini (1:54.137); 27. Tierry Crine (1:54.322); 28. Bruno Bonhuil (1:54.442); 29. John Reynolds (1:54.962); 30. Simon Crafar (1:55.511); 31. Marco Papa (1:56.470).

125cc GP: 1. Noboro Ueda (Hon); 2. Ralf Waldmann (Apr); 3. Akira Saito (Hon); 4. Herri Torrontegui (Apr); 5. Dirk Raudies (Hon); 6. Jorge Martinez (Hon); 7. C. Checa (Hon); 8. Ezio Gianola (Hon); 9. Takeshi Tsujimura (Hon); 10. H. Aoki (Hon); 11. Hans Spaan (Hon); 12. Oliver Petrucciani (Apr); 13. Manfred Baumann (Hon); 14. Stefan Kurfiss (Apr); 15. Oliver Koch (Hon); 16. Luigi Ancona (Hon); 17. Fausto Gresini (Hon); 18. Lucio Cecchinello (Gaz); 19. Neil Hodgson (Hon); 20. Arie Molenaar (Hon); 21. Gabriele Debbia (HOn); 22. Manuel Hernandez (Apr); 23. Carlos Giro (Apr); 24. Kinya Wada (Hon); 25. S. Sato (Hon); 26. Kazuto Sakata (Hon); 27. Julian Miralles (Hon); 28. Peter Oettl (Apr); 29. Gary McCoy (Apr); 30. J. Sarda (Hon); 31. Giovanni Palmieri (Apr); 32. Maik Stief (Hon).
Time: 43 min., 33.091 sec.
Distance: 22 laps, 64.749 miles.
Average Speed: 89.203 mph.
Margin of Victory: 0.061 sec.
Fastest Lap: Ralf Waldmann, 1:57.230/90.380 mph.

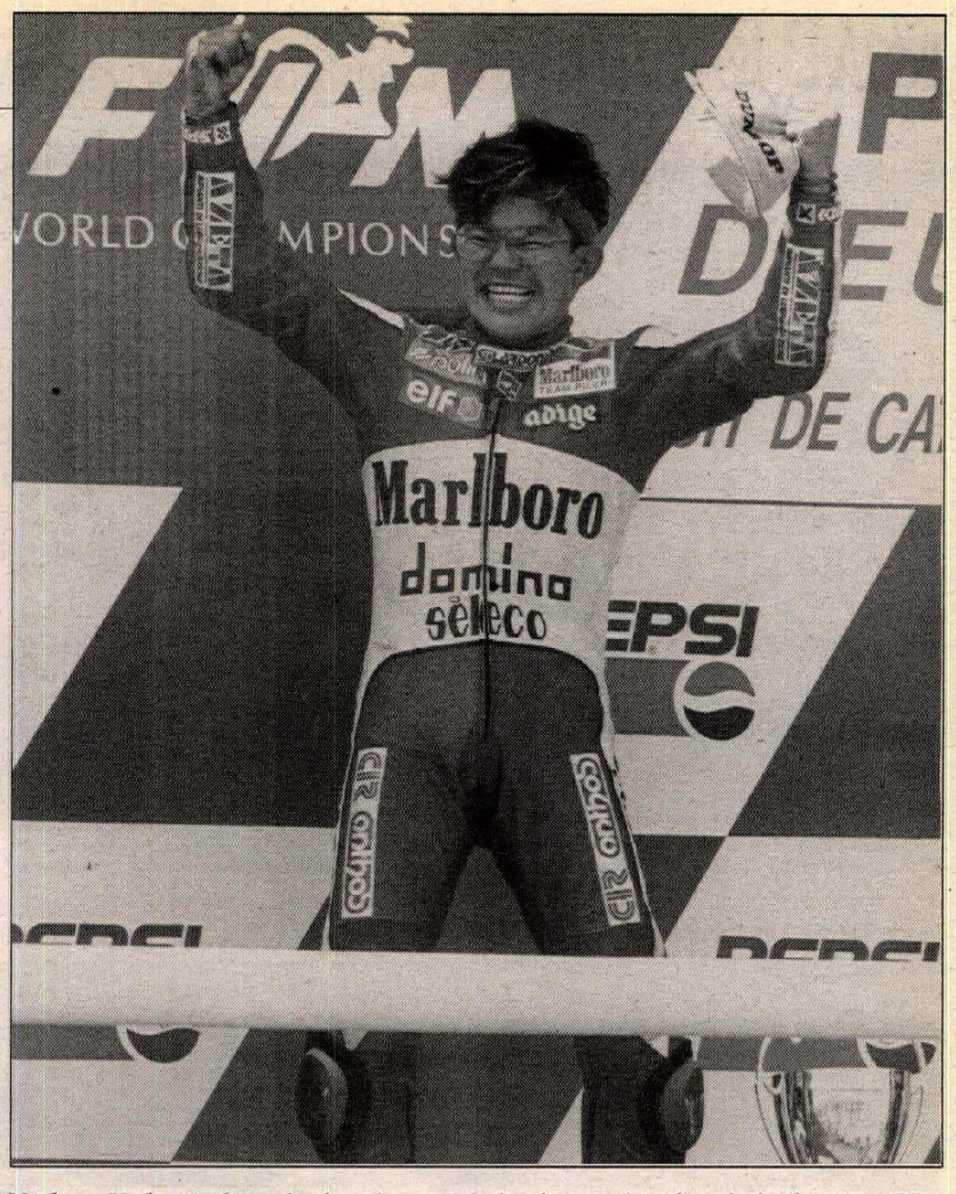
250cc GP: 1. Max Biaggi (Hon); 2. Tadayuki Okada (Hon); 3. Alberto Puig (Hon); 4. Nobuatsu Aoki (Hon); 5. J.P. Ruggia (Apr); 6. Carlos Cardus (Hon); 7. Luis D'Antin (Hon); 8. Wilco Zeelenberg (Apr); 9. Andy Preining (Apr); 10. Simon Crafar (Suz); 11. Helmut Bradl (Hon); 12. Jochen Schmid (Yam); 13. P.V.D. Goorberg (Apr); 14. Bernd Kassner (Apr); 15. J.P. Jeandat (Apr); 16. Bernard Haenggeli (Apr); 17. P. Riba (Hon); 18. Jean-Michel Bayle (Apr); 19. Volker Bahr (Hon); 20. Oliver Sainz (Yam); 21. Luis Maurel (Apr); 22. Massimo Pennacchioli (Hon); 23. Luigi Bodelier (Hon); 24. Eskil Suter (Apr); 25. Alessandro Gramigni (Gil); 26. Adrien Bosshard (Hon); 27. Frederic Protat (Apr); 28. A. Sirera (Yam); 29. J.V.D. Goorberg (Apr); 30. Loris Capirossi (Hon); 31. Loris Reggiani (Apr); 32. P.F. Chili (Apr); 33. Tetsuya Harada (Yam).
Time: 43 min., 9.388 sec.
Distance: 23 laps, 67.692 miles.
Average Speed: 94.111 mph.
Margin of Victory: 2.601 sec.
Fastest Lap: Max Biaggi, 1:51.661/94.887 mph.

500cc GP: 1. Wayne Rainey (Yam); 2. Michael Doohan (Hon); 3. Kevin Schwantz (Suz); 4. Daryl Beattie (Hon); 5. Alex Barros (Suz); 6. Niall Mackenzie (Yam); 7. Juan-Lopez Mella (Yam); 8. Jose Kuhn (Yam); 9. Juan Garriga (Cag); 10. Renzo Colleoni (Yam); 11. Jeremy McWilliams (Yam); 12. Sean Emmett (Yam); 13. Andreas Meklau (Yam); 14. Cees Doorakkers (Yam); 15. Luca Cadalora (Yam); 16. Andrew Stroud (Yam); 17. Michael Rudroff (Yam); 18. Bernard Garcia (Yam); 19. Serge David (Yam); 20. Tsutomu Udagawa (Yam); 21. Laurent Naveau (Yam); 22. Tierry Crine (Yam); 23. Lucio Pedercini (Yam); 24. Kevin Mitchell (Yam); 25. Bruno Bonhuil (Yam); 26. Marco Papa (Lib); 27. Doug Chandler (Cag); 28. Shinichi Itoh (Hon); 29. Simon Crafar (Yam).
Time: 45 min., 58.314 sec.
Distance: 25 laps, 73.578 miles.
Average Speed: 96.030 mph.
Margin of Victory: 3.898 sec.
Fastest Lap: Wayne Rainey, 1:49.340/96.902 mph.

125cc WORLD C'SHIP POINT STANDINGS (After 8 of 14 rounds): 1. Dirk Raudies (152/5 wins); 2. Kazuto Sakata (145/1); 3. Takeshi Tsujimura (103/1); 4. Ralf Waldmann (79); 5. Noboro Ueda (73/1); 6. Akira Saito (69); 7. Herri Torrontegui (62); 8. (TIE) Ezio Gianola/Oliver Petrucciani (40); 10. Manfred Baumann (36); 11. Jorge Martinez (35); 12. Oliver Koch (31); 13. Fausto Gresini (27); 14. Masafumi Ono (26); 15. Peter Oetll (24); 16. Haruchika Aoki (22); 17. Maik Stief (21); 18. (TIE) Kinya Wada/Bruno Casanova/Luig Ancona (18).

250cc WORLD C'SHIP POINT STANDINGS (After 8 of 14 rounds): 1. Tetsuya Harada (135/3 wins); 2. Doriano Romboni (96/2); 3. Helmut Bradl (87); 4. Max Biaggi (85/1); 5. Loris Capirossi (81/1); 6. John Kocinski (80); 7. Tadayuki Okada (78); 8. Nobuatsu Aoki (68/1); 9. J.P. Ruggia (66); 10. Pier-Francesco Chili (51); 11. Alberto Puig (47); 12. Loris Reggiani (45); 13. Luis D'Antin (38); 14. Wilco Zeelenberg (32); 15. Carlos Cardus (27); 16. Andy Preining (24); 17. Jochen Schmid (22); 18. Adrien Bosshard (16); 19. P.V.D. Goorberg (11); 20. (TIE) T. Aoki/Eskil Suter (8).

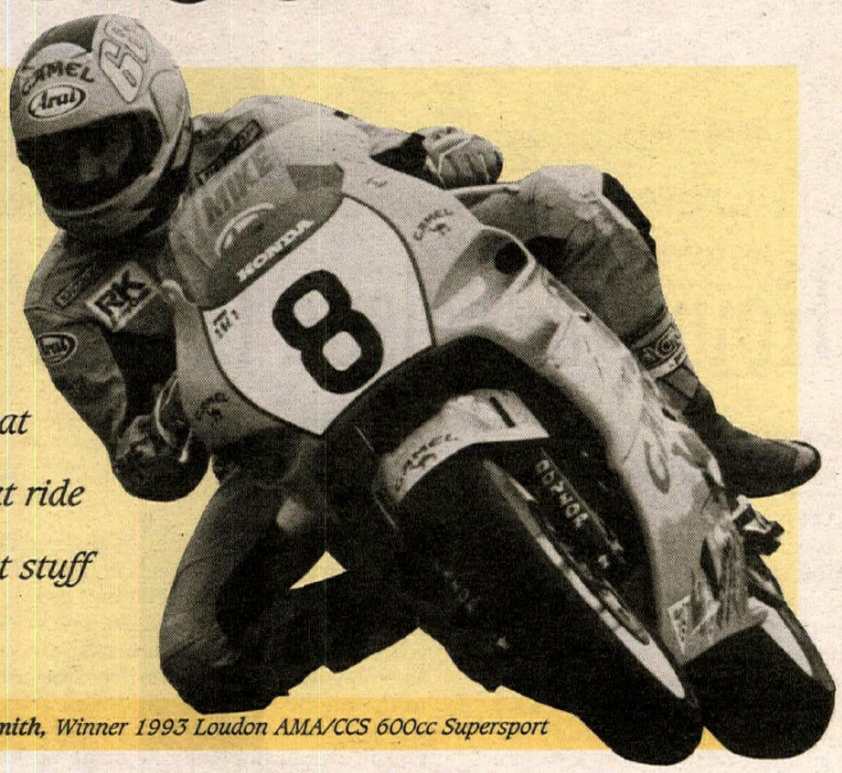
500cc WORLD C' SHIP POINT STANDINGS (After 8 of 14 rounds): 1. Kevin Schwantz (172/4 wins); 2. Wayne Rainey (153/3); 3. Daryl Beattie (106/1); 4. Michael Doohan (95); 5. Alex Criville (77); 6. Shinichi Itoh (68); 7. Doug Chandler (59); 8. Niall Mackenzie (56); 9. Alex Barros (54); 10. Luca Cadalora (48); 11. Mat Mladin (28); 12. Juan-Lopez Mella (25); 13. Jose Kuhn (23); 14. Laurent Naveau (19); 15. Tsutomu Udagawa (18); 16. Bernard Garcia (15); 17. Sean Emmett (14); 18. John Reynolds (12); 19. Renzo Colleoni (10); 20. Toshihiko Honma (8).



Norboro Ueda cuts loose in the winners' circle after scoring the win in the 125cc GP.

Weather or not.

Perfect weather and a perfect road - it doesn't always happen that way. That's why it's especially important to have the right equipment for whatever you might encounter on your ride. It really hit home with me watching Mike Smith carve up a rain-soaked track on his way to a win in the 600cc Supersport race at the 1993 Loudon Classic. The kind of technology that made that ride possible is exactly what I want when I get caught out in the wet stuff on my bike. Rain or shine my Dunlops work fine."



Mike Smith, *Winner 1993 Loudon AMA/CCS 600cc Supersport*

In the AMA and AMA/CCS National Championship Road Race at Loudon, New Hampshire, **in the rain,** Dunlop led the way with 18 out of a possible 21 podium positions. In addition to Mike Smith in the 600cc Supersport, Takahiro Sohwa in the 750cc Supersport (dry race), Scott Russell in Superbike and Scott Gray in Harley-Davidson TwinSports helped Dunlop show the competition the fast way around the track. For more confidence when you ride, no matter what the weather, visit your nearest Dunlop Performance Center and take a look at the winningest brand of tires in the U.S.

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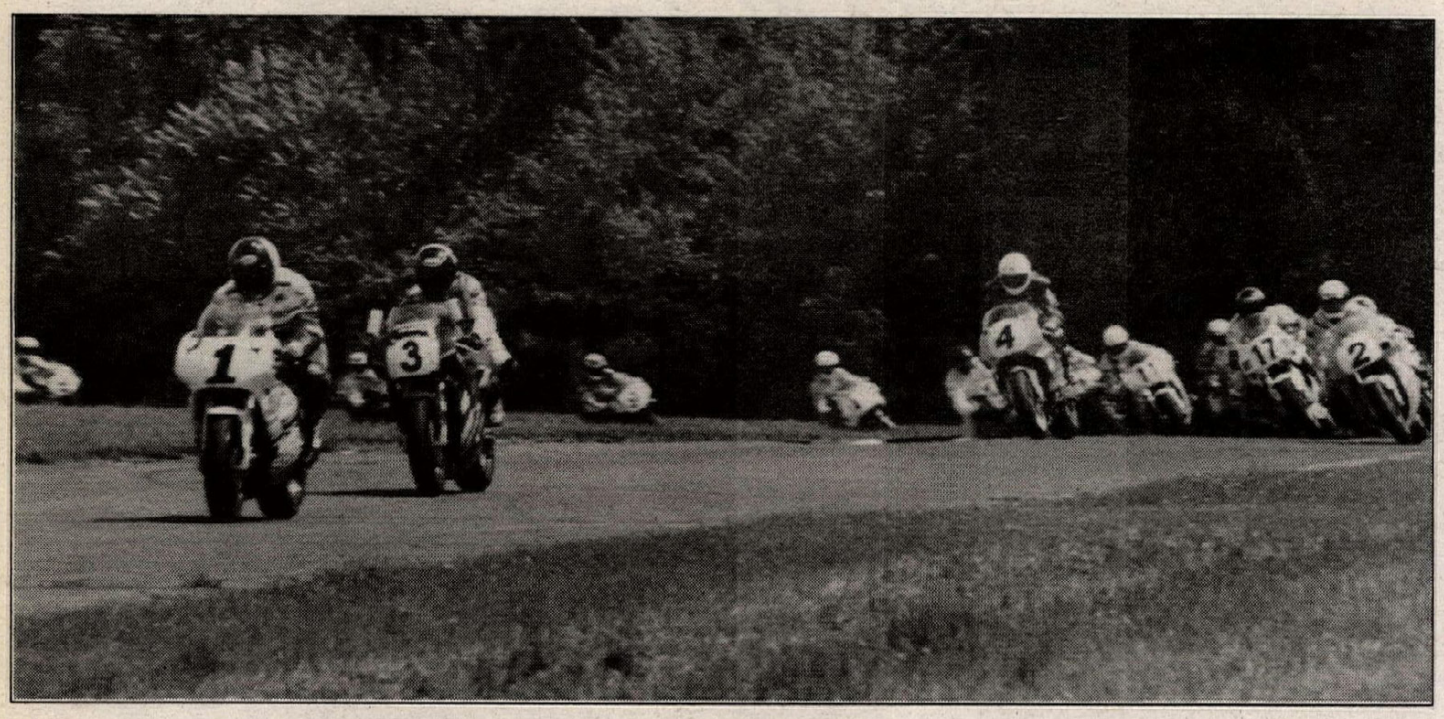
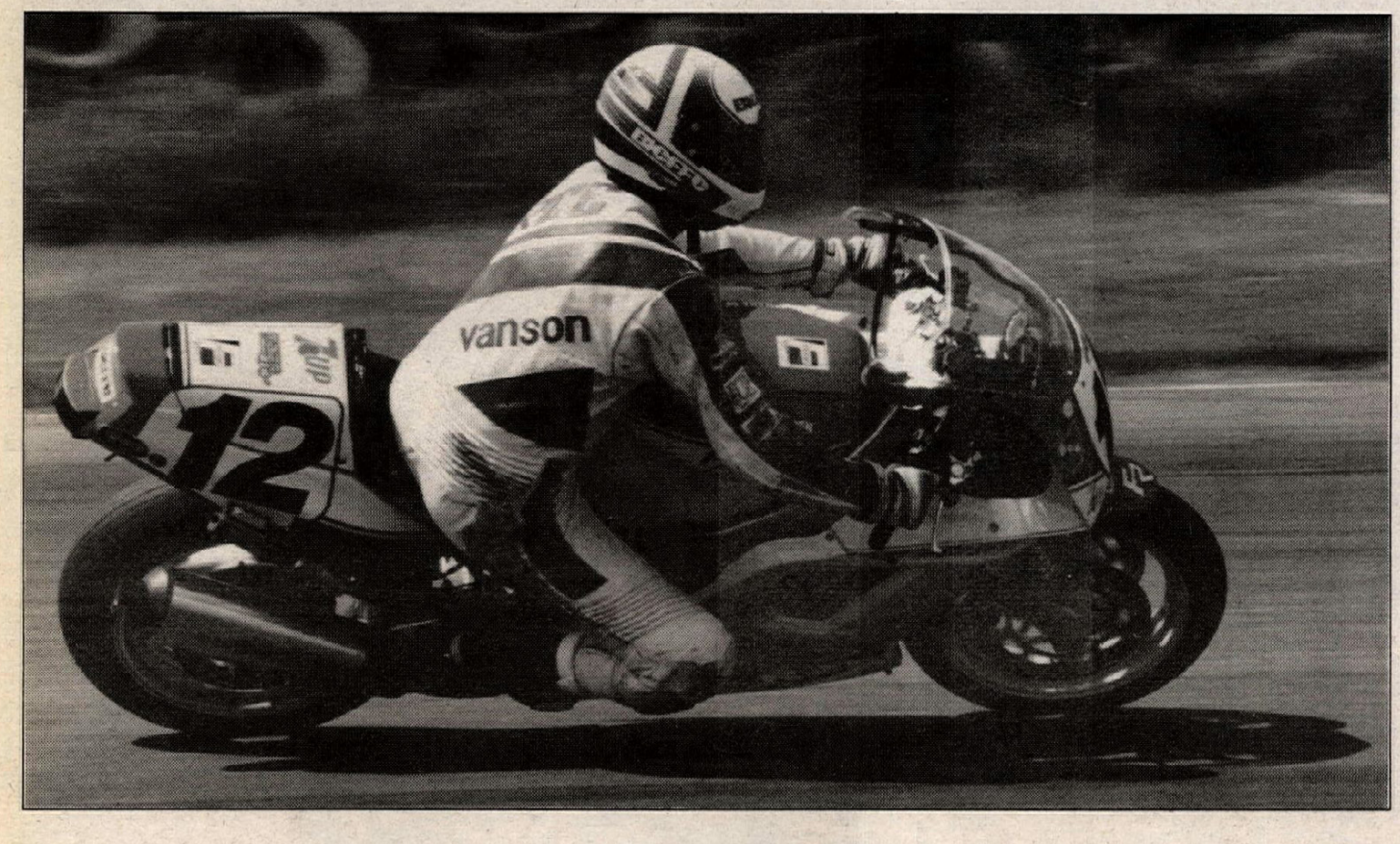
ROAD RACE WERA Power-Mist/Performance Machine National Endurance Series: Round 7



The last-ever 24 Hours of Nelson Ledges got underway with Team Suzuki Endurance (1) leading Team Pearls Suzuki (3).

Force Racing, an Ohio-based team that fielded a Yamaha FZR1000, won the grueling race, first taking the lead in the 21st hour.



24 Hours of Nelson Ledges taken by Force

By Chris Kallfelz
Photos by Ed Savoy/ERS Photography and Kallfelz

WARREN, OH, JULY 3-4

Force Racing won the 25th and final running of the 24 Hours of Nelson Ledges, finishing nine laps ahead of Team Pearls Suzuki and 17 laps up on Team Suzuki Endurance. Force Racing's Jeff James, Dean Hayes, Chris Hughes, Ron Crum, Mark McDaniel, Shawn Higbee and Rick Pagniano rode the team's Yamaha FZR1000 to victory in a race that saw many of the front-runners fall victim to the bumpy surface of the Nelson Ledges road course.

Prior to the start of the race, the track's rough surface was a major topic of discussion in the pits as each team searched for the right setup that would allow their equipment and riders to withstand the 24 hours of pounding that the event is notorious for. The final running of this event was shaping up to be a war of attrition.

Team Suzuki Endurance, the unprecedented four-time winner of the event, opted to mount stock wheels in lieu of the lighter aftermarket wheels they usually run on their Suzuki GSXR1100. The stock wheels employ a massive cush drive assembly that decreases the driveline lash to the big Suzuki's transmission. What the stock wheels added in unsprung weight would hopefully be made up for by the added durability they would provide as the powerful GSXR searched for traction on the bumpy surface.

"(Crew chief) Keith Perry built this bike to finish the race," said Team Suzuki Endurance Captain John Ulrich. "It's 50 pounds heavier than the GSXR we normally race. I don't know why this track is so bumpy - perhaps it's because Goodrich tests tires here - but we know it will take its toll."

Team Pearls Suzuki was experimenting with a new D.O.T.-approved radial tire design produced by Metzeler. Team Pearls had been chosen to test the design and Jim Vick, Metzeler product specialist, was on hand to monitor tire temperature and wear throughout the race. The team, which had placed third overall in last year's 24 Hours of Nelson, was looking for another strong finish and their initial impressions of the new 90-degree, steel-belted tire were quite favorable. Dave Kubik had recently been added to the team's rider roster - joining Darryl Saylor, Jim Roth, Marty Lentz, Tim Taylor and Joe Maier - and his knowledge of the track would prove helpful as the night wore on.

The green flag had barely dropped before problems arose for some of the entrants. The Pittsburgh Yamakawboys were into the pits to replace a chain they had jettisoned on the track, and Vintage Ventures, an Ohio-based team fielding a Yamaha RD350, came in on the third lap with a seized motor.

As the field sorted itself out in the early stages, Team Suzuki Endurance, Hall N' Still Kinko's and Virginia Breeze Racing occupied the top three spots.

As the third hour came and went, the rough track surface began to exact its toll on riders and machinery. Arclight Racing was in the pits with a loose muffler canister. The pounding would eventually shake loose another baffle on the Arclight entry as well as cause the battery box to fall into the rear wheel/swingarm assembly. Team Suzuki Endurance lost a lap with a slow pit stop caused by an axle that threatened to cross-thread. Most notably, however, was the retirement of the Hall 'N' Still-Kinko team. With Fritz Kling at the controls of the Yamaha FZR1000, the bike crashed when it reportedly suffered a tire failure. Kling suffered a broken ankle in the crash and the bike was damaged so extensively that it had to be carried off of the crash truck. To the surprise of many, the team retired from the race rather than attempt repairs. In doing so, they walked away from an opportunity to earn the large amount of points (based on finishing position and mileage covered) awarded by the WERA in this season's only 24-hour race and thus all but totally eliminated any chance they had of knocking Team Suzuki Endurance off its series championship throne.

With the untimely exit of H'N'S-Kinko, Force Racing moved into third behind leader Team Suzuki Endurance and Virginia Breeze Racing. Shortly before the top of the fourth hour, Virginia Breeze crashed at the exit of turn 13, the turn leading on to the front straight. That brought out the red flag.

The restart resulted in another red flag as Northern Boys Racing was involved in a start line crash that sent the riders back to the pits while debris was cleared from the grid area.

Once the race was underway again, Team Suzuki Endurance resumed their spot up front, followed - on track - by Team Indy Cycle 'N' Ski, Team Pearls Suzuki and Team 20/20 Track 'N' Trail. In the standings, though, Virginia Breeze still held second as a result of laps completed.

Team Suzuki Endurance's race plan appeared to be on schedule and it was apparent that the team's riders - Kurt Hall, Michael Martin, Chuck Graves, Steve Patterson and David Stanton - intended to circulate smoothly and quickly around the track. If the team's strategy was a study in disciplined riding, Team Pearls was involved in a demonstration on how to make time around a track. Saylor was charging on the team's Suzuki GSXR600 and he passed Graves and the big 1100 to move Pearls a lap closer to the leaders. Ulrich had made it clear that Team Suzuki Endurance approached the event with the big picture clearly in focus. The plan was to circulate quickly and at the end of the 24 hours to emerge with their fifth straight Nelson Ledges victory. But he made it clear that they weren't there to get involved in a sprint race, at least not in the early and middle stages of the race. However, you could not help but feel the elation in the Pearls' pit every time Saylor came by the start/finish line with Team Suzuki's larger and more powerful bike trailing in his wake.

As night settled over Nelson Ledges, the lights came on and the mosquitoes came out. At the top of the eighth hour, Team Suzuki Endurance was first, four laps up on Virginia Breeze with Team Pearls running in third. Then Team Suzuki Endurance's plan began to unrav-

el. Kurt Hall fell in the carousel turn that leads on to the back straight.

Team Suzuki's misfortune moved Virginia Breeze Racing into first place at the end of the eighth hour and they were followed in the standings by Team Pearls and Team Indy Cycle 'N' Ski. Force Racing was running fourth, with Red Hot Racing, Royale Racing, Team 20/20 Track 'N' Trail, Northern Boys Racing, TBA Racing and TKO Racing rounding out the top 10.

Then, shortly after the crash truck had dropped off Team Suzuki's battered GSXR in the pits, both Team Pearls and Krol Cycles crashed in the kink, a fast right-hand dogleg section of the back straight. They were both victims of water that had been splashed onto the apex of the kink. The crash truck picked up the Krol bike first and Pearls lost valuable time waiting for their bike to be taken back to the pits. The Pearls' GSXR was on its stand in pit lane at 11:04 p.m. and at 11:12 p.m. Kubik rocketed out of the pits intent on making up the lost time.

At midnight, Virginia Breeze Racing's lead had been cut to four laps by Team Indy Cycle 'N' Ski. Force Racing was running third, and Team Pearls was fourth, 13 laps behind the leader.

The clock ticked on into the early morning hours and the war of attrition escalated. Roswell Racing went down in turn 13, bringing out the red flag shortly before 1 a.m. During the break, tired crews changed worn tires and tended to their bikes needs, scorers went in search of coffee, and relief riders were shaken awake.

Team Indy, who had been running second, suffered major motor problems and dropped back in the running order. With Indy dropping off the pace, Force assumed second behind Virginia Breeze with Pearls trailing in third.

Team Pearls began a charge as Kubik and Saylor set their sights on Force Racing. At 3 a.m. Pearls was one lap behind Force Racing, but at 4 a.m. they were in second with a 58-second margin over Force.

As the sun rose over Nelson Ledges, Virginia Breeze continued to lead over Team Pearls Suzuki with Force Racing close behind in third. At the end of the 20th hour, Virginia Breeze's Charlie Safely, Craig Gaver, Glenn Szarek, Taylor Massey, Jim Tribou and Jeff Atwell had turned in 852 laps, three more than Team Pearls and four more than Force Racing. But a three or four lap lead could quickly disappear in the four hours remaining and everyone knew that. One mistake and it was anybody's race. That mistake happened during the 21st hour of the race and the Virginia Breeze Yamaha went down and caught fire. The fire was quickly extinguished and the team got back into the race after losing many laps, but a subsequent crash that left Jeff Atwell dazed relegated them to 26th position.

Force Racing seized the opportunity when Virginia Breeze went down the first time, passing both the downed and burning bike and then Team Pearls to take over the lead.

At the end of the 21st hour, Force Racing had a scant five-second lead over Team Pearls Suzuki. Despite having lost 52 minutes due to their eighth hour crash, Team Suzuki Endurance had soldiered its way back into the third position, but they were 22 laps down on the two front-runners. Royale Racing was fourth and Virginia Breeze fifth.

Force Racing padded its lead over the next hour and at the end of the 22nd hour they had a two-lap lead over Pearls and had maintained the 22 lap margin over Team Suzuki.

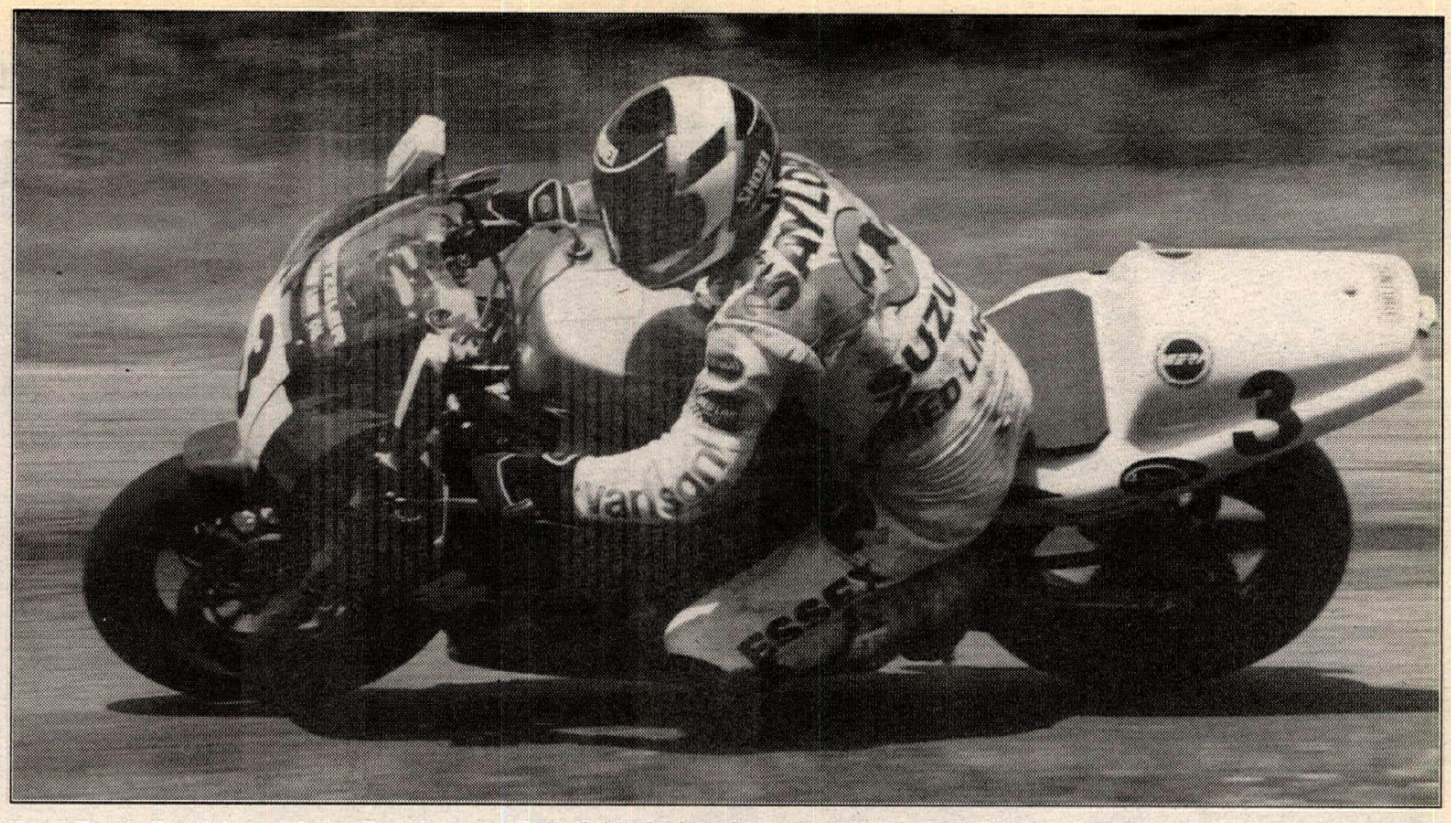
Hour 23 revealed the top three teams' strategies: Force Racing had stretched their lead to eight laps and they were cruising to minimize the chances of an unforeseen mistake that could rob them of the victory. Team Pearls Suzuki was doing likewise, knowing they had put together an outstanding effort that would net them second place barring any unforeseen catastrophe. Team Suzuki Endurance, on the other hand, had taken their gloves off and had gone to war shaving what was a 20-lap deficit to Pearls down to 11 laps at the start of the final hour. Pearls, in turn, was running eight laps behind Force as the final hour began.

With less than a half of an hour to go to the checkered flag, the race appeared to be settled. Force had built up a lead that would be difficult if not impossible to overcome, Team Suzuki was riding hard but time was not on their side to overtake Pearls for second, and Pearls appeared to be cruising home the runner-up. But that mood was broken when Pearls suffered a broken throttle cable and had to pit to replace it. With Force maintaining their lead out front, Team Suzuki charged in a final attempt to take second away from Pearls.

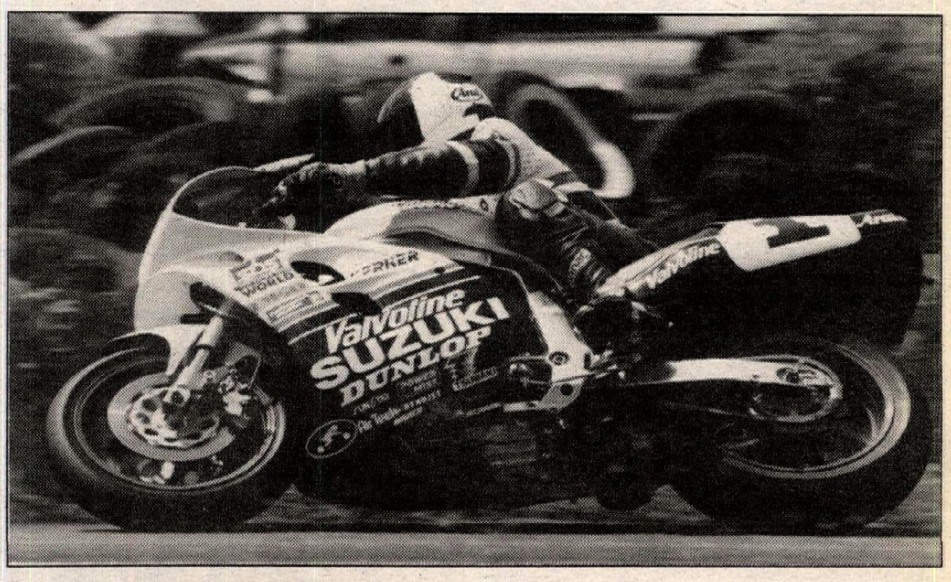
The Pearls' GSXR600 was quickly back on the track but it was apparent that the bike wasn't running properly, the motor was breaking up. Saylor pitted once again and the crew swarmed over the bike. The team was watching Suzuki whittle away at their advantage. Once back in the race, Saylor put the bike in fourth gear and held the throttle cable in his left hand and circulated around the track fast enough to salvage second overall, first in the Mediumweight Superbike class, finishing nine laps behind the winning Force Racing team and eight laps up on Team Suzuki Endurance, who although they failed to win their fifth Nelson Ledges 24-Hour race topped the Heavyweight Superbike class and padded their series points lead. Fourth overall and second in the Mediumweight Superbike class fell to the Honda CBR600-mounted, Michigan-based Royale Racing team with another Michigan squad, Nicholson's Ann Arbor, taking their similar mount to fifth overall and first in Mediumweight Production.

The thrill of victory went to Force Racing's Jeff James of New York, Dean Hayes of Ohio, Chris Hughes of New Jersey, Ron Crum of Ohio, Mark McDaniel of California, Shawn Higbee of New York, and Rick Pagniano of Ohio. They had earned the right to brag forever that they had won the last-ever 24 Hours of Nelson Ledges. In winning overall, they also topped the Heavyweight Production class.

Team Suzuki Endurance's John Ulrich summed up Force Racing's performance: "They ran a perfect endurance race." CN

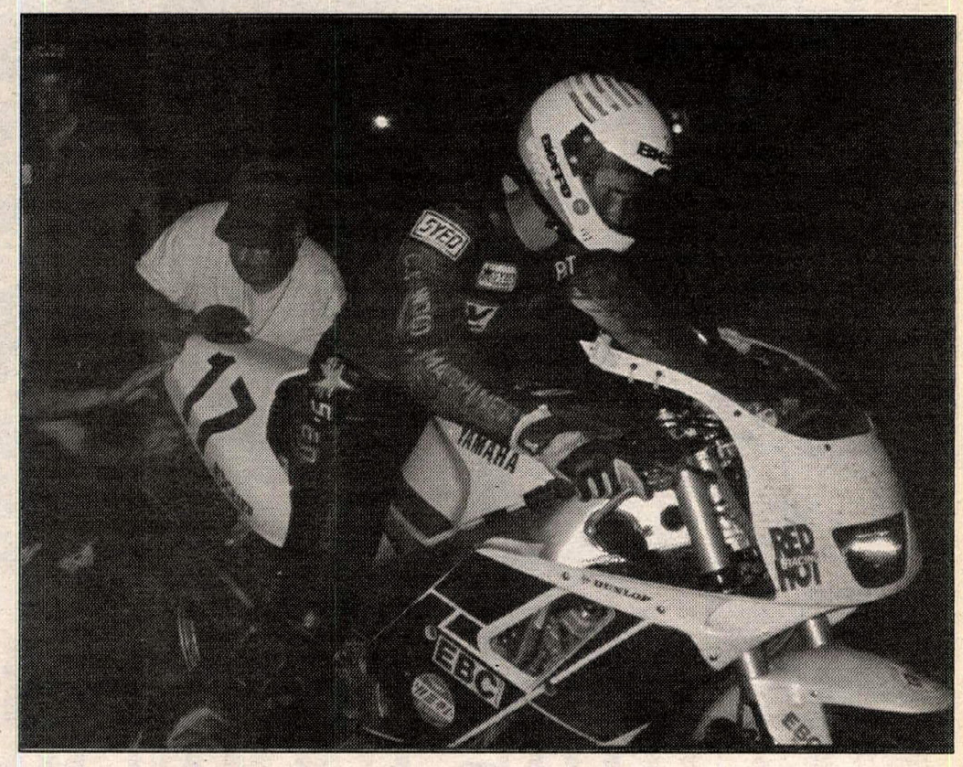


Team Pearls Suzuki turned in a David versus Goliath kind of performance, taking their Suzuki GSXR600 to a second place finish.



Four-time 24 Hours of Nelson Ledges winner Team Suzuki Endurance came back from a crash that cost them nearly an hour to finish third.

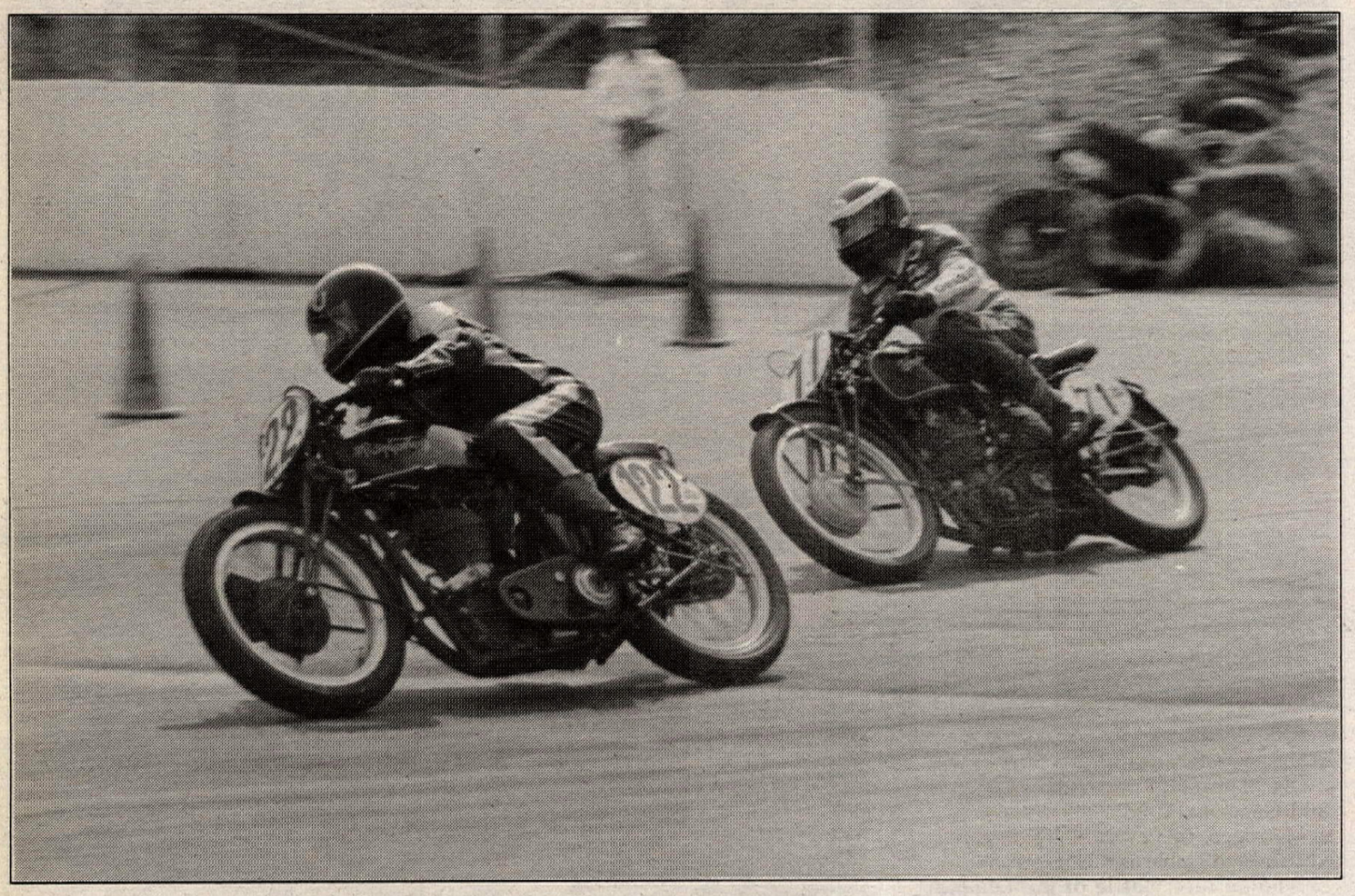
The Red Hot Racing pit crew gets set to get the team's Yamaha FZR1000 back into the race.



Results

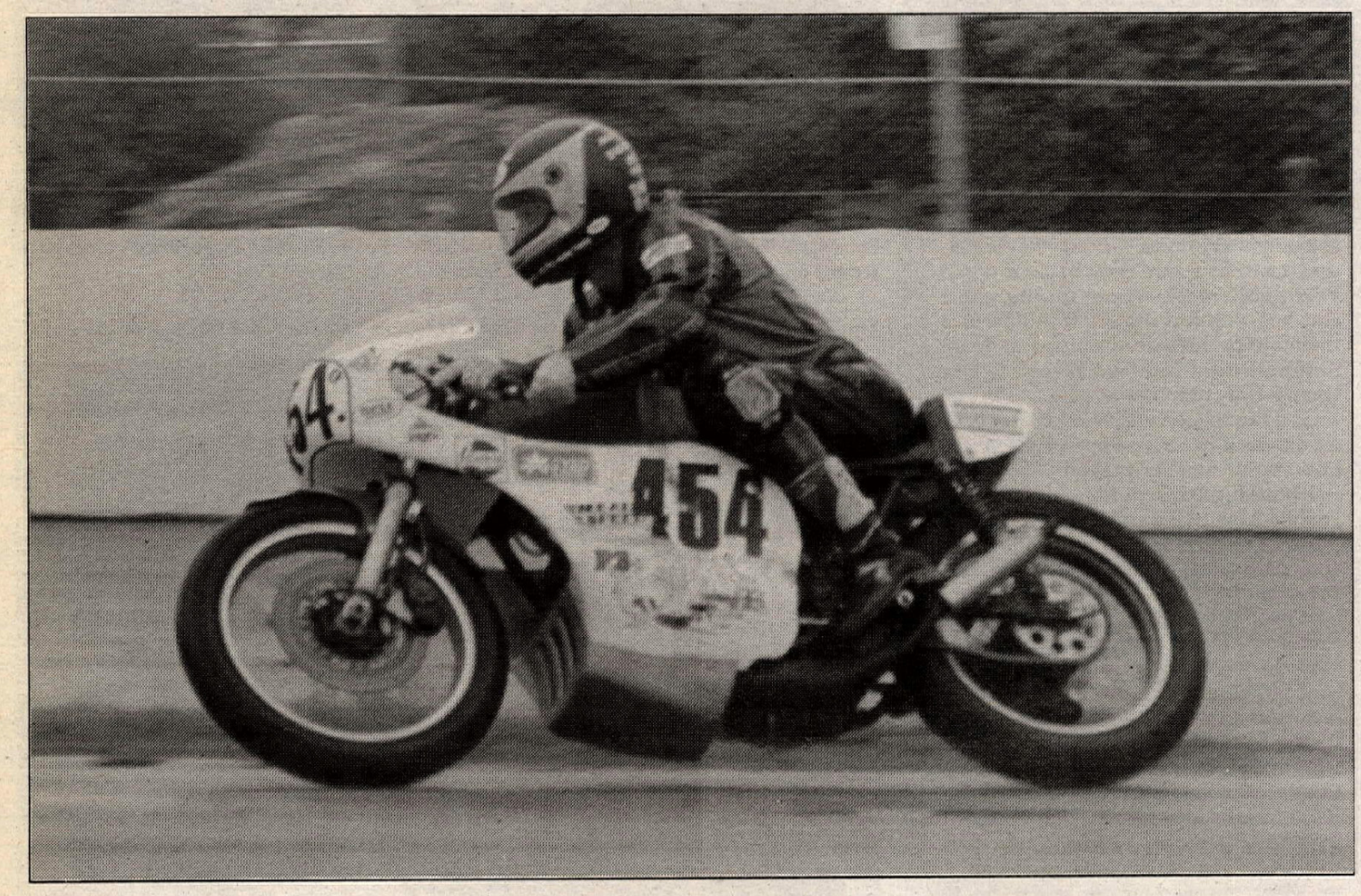
O/A: 1. Force Racing (Yam) 1021 laps; 2. Team Pearls Suzuki (Suz) 1012; 3. Team Suzuki Endurance (Suz) 1004; 4. Royale Racing (Hon) 993; 5. Nicholson's Ann Arbor (Hon) 981; 6. TKO Racing (Suz) 977; 7. Red Hot Racing (Yam) 971; 8., H&H Racing (Suz) 969; 9. TBA Racing (Suz) 968; 10. Light Speed Racing (Hon) 967; 11. Roswell Racing (Suz) 964; 12. Heschimura Racing (Hon) 953; 13. Team Erin (Hon) 943; 14. Team Hinda (Yam) 936; 15. Team 20/20 Track 'N' Trail (Kaw) 936; 16. Rochester Road Racers (Yam); 17. Amore Racing (Hon) 920; 18. Team Indy Cycle 'N' Ski (Hon) 920; 19. Cigua Cycle Racing (Suz) 919; 20. Anderson/Jardine Racing (Suz) 917; 21. Pittsburgh Yamakawboys (Yam) 905; 22. Firestorm Endurance (Suz) 902; 23. Arclight Racing (Hon) 899; 24. Northern Boys Racing (Hon) 890; 25. Team Charm (Yam) 870; 26. Virginia Breeze Racing (Yam) 867; 27. American Harley-Davidson (H-D) 856; 28. N.Y. Motorcycles Racing (Yam) 848; 29. Can-Am Racing (Suz) 848; 30. Army of Darkness (Yam) 628; 31. Rata Racing (Hon) 432; 32. Vintage Ventures (Yam) 324; 33. Krol Cycles (Hon) 239; 34. Hall 'N' Still Kinko's (Yam) 149.

WERA POWER-MIST/PERFORMANCE MACHINE NAT'L C'SHIP ENDURANCE SERIES O/A POINT STANDINGS (After 7 of 12 rounds): 1. Team Suzuki Endurance (919.74); 2. Team Pearls Suzuki (701.69); 3. 20/20 Track & Trail (662.99); 4. Royale Racing (643.54); 5. Arclight Racing (631.36); 6. Virginia Breeze Racing (609.79); 7. H'N'S Racing (605.36); 8. Indy Cycle 'N' Ski (600.59); 9. Red Hot Racing (598.36); 10. Iku Racing (571.63).



Stuart Rogers (122) and David Roper (71) had several close races over the weekend, with Roper winning three times.

Todd Henning was dominant at Loudon, winning six classes before crashing hard in his final outing.



Henning hauls at Loudon

By Matt Benson

LOUDON, NH, JULY 3-4

Until Todd Henning fell hard enough to bring out the ambulance in the weekend's final race, the 3rd Annual Vintage Celebration at New England International Speedway belonged to the Provincetown, Massachusetts, racer. Henning piloted a fleet of fast Yamahas and Hondas to five American Historic Racing Motorcycle Association class wins, and he earned several first- and second-place finishes in United States Classic Racing Association classes as well.

But despite Henning's ironman performance, the real stars of the show were some supposedly over-the-hill racers. The likes of David Aldana and Yvon DuHamel dueled in the BMW Battle of the Legends and then went on to give the regular AHRMA National contenders fits.

In fact, Henning was furiously chasing DuHamel for the Formula Vintage class lead when he lost the front end of his Yamaha TR3 and crashed heavily in Loudon's turn six. Henning came away from the crash intact, while DuHamel and the Team Obsolete BSA Rocket III notched a second win.

Aldana, after winning both legs of the BMW Legends event, finished a solid second to class champ David Roper in the Premier 500cc class and third behind DuHamel and Jerry Wood in Formula Vintage. Both rides came aboard a Team Obsolete Matchless G50. Among the other Legends riders, Don Vesco rode a Norton to third in Formula 750cc - again behind DuHamel and Wood - and Don Emde was a respectable eighth in 500cc Premier on yet another Team Obsolete machine, this one a 350cc AJS 7R.

"It was a lot of fun being in that fast company," said Wood, auctioneer and Penguin Roadracing School operator. "I race with Todd all the time, but to race with Aldana and DuHamel together - those guys were bumping each other, racing like the old days. I felt honored to be there and riding with them."

Sharing track time is nothing new for vintage racers; being on the program with modern bikes is a fact of life when it comes to getting enough entries to rent a race track and everything that goes with it. But for the Vintage Celebration, motorcyclists are paired with vintage car racers at the superb Loudon facility, and the match seems agreeable to all parties. There was also a swap meet, a BMW motorcycle display where the Battle of the Legends riders congregated, a Penguin school, parade laps of the 1.6-mile course, and a car and motorcycle show that featured a mix of vehicles ranging from an 1895 Roper steam cycle to a 1991 Ferrari F-40. Weather started out drizzly on Saturday but fittingly was sunny and hot for the Fourth of July.

Roper got to work immediately on Saturday morning with a close race on a slippery track against Englishman Stewart Rogers in AHRMA's Pre-1940 class. Roper's TO Velocette KTT held the lead, sometimes only slightly, over Rogers' Norton for the entire race.

The second time the pair met, they were on the same machines in the Class C event. This time, Rogers snatched the lead at the start and held off Roper for four of the six laps. Roper then opened a small gap, which tightened up again as the two began lapping riders. At the finish, Roper again was the victor.

"I followed him a few laps and then out-dragged him into turn three," Roper said. "The bike was geared perfectly and everything worked well."

"I like riding with Dave. He's a good, sound rider," said Rogers, the British classic racing front-runner. Though Rogers had been planning to ride another Norton owned by Bob McKeever, a gearbox problem made him decide to compete on a machine he has kept here in the United States this year. "You need everything you can get when racing against Roper," he said.

Rogers found himself chasing the leader again in the Classic Sixties race, this time in pursuit of Stephen Mathews on the Barber Dairy Products Matchless G50 replica.

After Saturday's Classic Sixties success, Mathews, the 1991 AMA Pro Twins champ, was looking forward to a good fight in 500cc Premier on Sunday against Roper, Aldana and Craig McLean. The Barber team has spent the season sorting out its Premier bike, the George Beale-built ultra-lightweight G50 replica, and Mathews said it seemed like things were getting close. However, the race proved otherwise.

Aldana grabbed the holeshot in AHRMA's most prestigious class, followed closely by Roper and McLean, all on Team Obsolete G50s. A short distance back were Mathews and Honda CR450-mounted Kurt Liebmann. On the second lap, Roper made his move into the lead.

"I think I had my bike set up a little better than Aldana. The only time he had on it was a little practice this morning. The bike wasn't geared quite right, so he was at a little disadvantage there," Roper said.

As Roper opened a lead of six seconds, McLean closed to within a second of Aldana. Mathews trailed in fourth, about eight seconds behind McLean at the finish.

"I raised the front end up about a half-inch, but it didn't feel quite right. The front kept pushing hard. What can I say?" Mathews shrugged.

Among the weekend's best races was the Formula 750cc event pitting DuHamel on the ex-Dick Mann BSA triple against Jerry Wood's Triumph-powered Rickman Metisse. Wood hung close behind DuHamel, with Norton-mounted Don Vesco some distance behind in third. Any hope Wood had of getting around the fast French Canadian was dashed when the pair started running up behind backmarkers late in the race.

"He is fearless in traffic," Wood said of DuHamel. "He got through and I got boxed."

DuHamel kept up his torrid pace in the all-comers Formula Vintage race. Aldana and Wood were out front for a lap or so before DuHamel and Todd Henning charged through to take over the 1-2 spots. As DuHamel kept the big BSA ahead of Henning's nimble Yamaha 350, Wood slipped into third ahead of Aldana.

When Henning applied pressure, DuHamel raised the pace another notch. "I was running 1:27s, the best this bike has ever done here," Wood said. "DuHamel must have been doing :26s to get away from Todd. That's a very respectable time on that old motorcycle."

On the fifth lap, DuHamel emerged alone from behind Loudon's hill section and kept his head down until the checkered flag, unaware Henning had crashed out of the race.

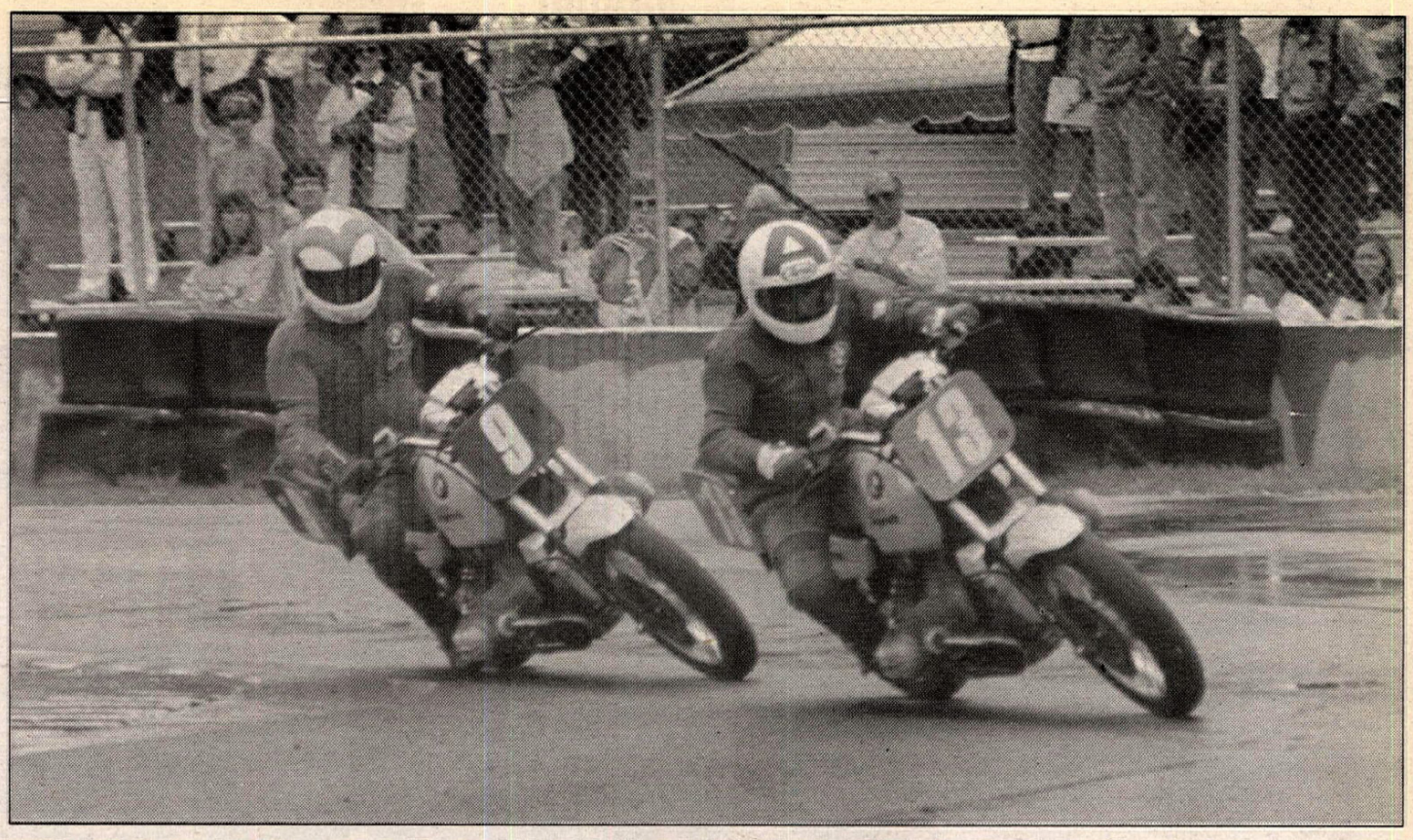
"On the last lap I had changed my line (in turn six)," said DuHamel. "I knew that if I'd go too wide on the bottom, he'd get me on the inside. So I don't know if he got on the brakes too hard or what."

Henning dominated the AHRMA Sportsman and Formula classes, winning Sportsman 350, 500 and 750cc on his Honda twins (the 750 win came on a 450cc machine!) and Formula 250 and 500cc on Yamahas. In the Sportsman 500cc class, BMW-mounted Tom Verville put in a spirited ride to finish second, while in the 750cc class it was Larry Kirby who kept the pressure on Henning.

Greg Nichols piloted a blazingly fast Norton to USCRA class wins, while Craig McLean captured the AHRMA 350cc GP win on an AJS 7R and USCRA's sidecar racers got involved in a free-for-all that saw the lead changing every lap. A Yamaha twin driven by Andrew Fairbank was victorious in Saturday's sidecar event.

Battle of the Legends

"Actually, we had it planned that we would keep all bunched together. But that all fell apart when the flag dropped," David Aldana said of the Battle of the Legends riders' intent to provide the crowd with a close race. They need not have worried.



David Aldana (13) won both legs of the exciting Battle of the Legends race. Gary Nixon (9) was third.

Although Aldana, Yvon DuHamel and Gary Nixon finished 1-2-3 in both six-lap legs, this event was as exciting and unpredictable as racing gets.

The Loudon Battle of the Legends race was the third time the event has been staged, and the first time it has been held other than during Daytona Bike Week. Ten past North American racing stars competed on identically prepared new BMW R100R street bikes. All were repeat competitors except for Dick Klamfoth, the 64-year-old three-time Daytona 200 winner.

Aldana shot to the lead of the first race, held Saturday on a damp-but-drying track, with DuHamel and Nixon in hot pursuit. Nixon got past DuHamel on the second lap and then reeled in Aldana.

From that point the race was on in earnest. On lap five, Aldana shut the door firmly on Nixon as the pair exited an uphill turn. The next time around, they were cylinder head-to-cylinder head when Nixon made another move for the lead and went down. He was up quickly in third behind DuHamel, his machine and the seat of his leathers dirt-covered.

Don Emde finished a comfortable fourth, followed by Roger Rieman in fifth.

The second leg on a sunny Sunday started the same way: Aldana immediately in the lead. This time, though, it was DuHamel passing Nixon to take over second slot. But Nixon didn't give up easily, and the pair spent a couple laps running side by side until DuHamel was able to pull away and set his sights on Aldana.

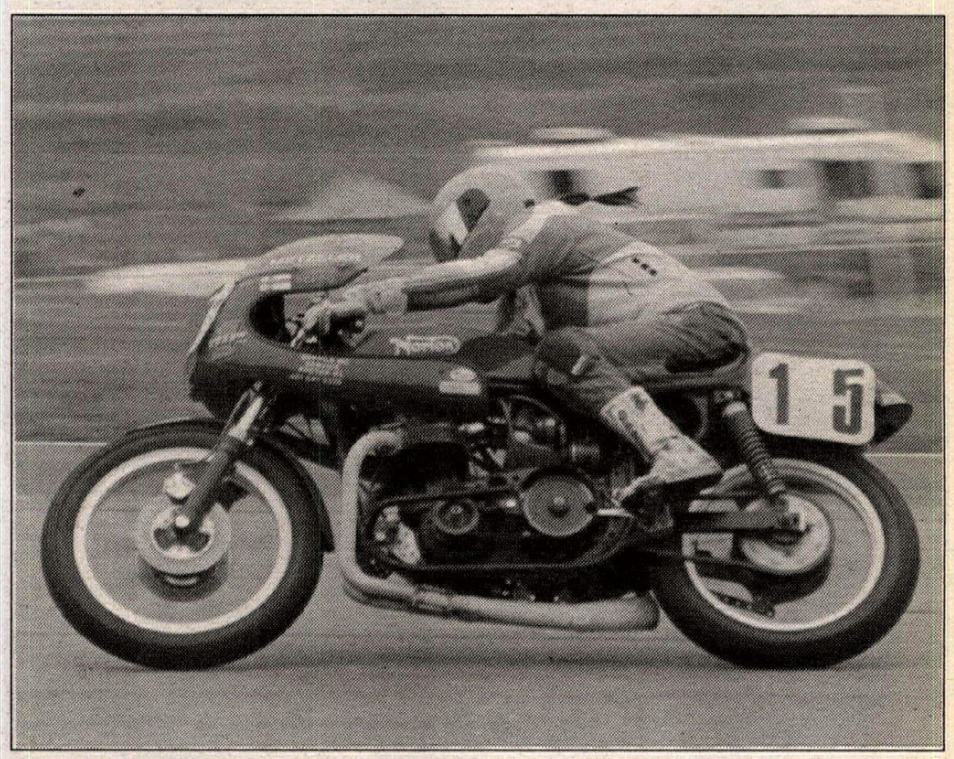
Aldana and DuHamel ran together on the final lap, and then something strange happened: From out of nowhere, Nixon zipped from third into first. But as the lead trio closed on the checkered flag, Nixon's advantage seemed to disappear. From a distance, it was unclear just what had occurred and who crossed the line first.

As it turned out, on the white-flag lap, Nixon drifted onto the grass at the chicane. The final time around, though, he over-corrected and took an inadvertent "short cut" through the chicane. Realizing what he had done, Nixon rolled off the throttle as they approached the finish.

"He cut off the chicane!" Aldana exclaimed. "I just about died. But then I started thinking, That's okay, because if DuHamel gets third and Nixon beats me, my first and second would be better than his third and first. I was computing all the way to the flag."

After sorting out what was what, AHRMA race officials moved Nixon back to third behind Aldana and DuHamel. Rieman finished ahead of Emde in the second leg and earned fourth overall by virtue of his 5-4 placings over Emde's 4-5. And the group's senior member, Klamfoth, showed he can ride briskly, finishing seventh each time out. CN

Greg Nichols was very fast all weekend. He won three classes over the two days.



Results

AHRMA

200 GP: 1. Gordon Pulis (Mai); 2. James Kirby (Yam); 3. Ed Sensenig (Duc); 4. Mike Gontesky (Duc); 5. Chris Jensen (Hon).

250 GP: 1. Jason Bessey (Duc); 2. John Stephens (Duc); 3. Erik Myhre (Duc); 4. Ed Sensenig (Duc); 5. Mike Gontesky (Duc).

350 GP: 1. Craig McLean (AJS); 2. Tom Leach (Suz); 3. Bill Lindsay (Bul); 4. Ed Sensenig (Duc); 5. Karl Myhre (Duc).

500 PREM: 1. David Roper (Mat); 2. David Aldana (Mat); 3. Craig McLean (Mat); 4. Stephen Mathews (Mat); 5. Kurt Liebmann (Hon).

F-250: 1. Todd Henning (Yam); 2. Janet Gunn (Yam); 3. Chris Jensen (Suz); 4. Jerry Kinzl (Yam).

F-500: 1. Todd Henning (Yam); 2. Rich Baulch (Kaw); 3. John Christher (Yam).

F-750: 1. Yvon DuHamel (BSA); 2. Jerry Wood (Ric-Tri); 3. Don Vesco (Nor); 4. Kurt Liebmann (Hon); 5. Peter Anderson (Tri).

F-VINT: 1. Yvon DuHamel (BSA); 2. Jerry Wood (Tri); 3. David Aldana (Mat); 4. Kurt Liebmann (Hon); 5. Doug Pedrick (Duc).

SPTMN 350: 1. Todd Henning (Hon); 2. Russ Foard (Hon); 3. Stan Lippert (Hon); 4. Frank Smith (Hon); 5. Don Fromm (Duc).

SPTMN 500: 1. Todd Henning (Hon); 2. Tom Verville (BMW); 3. Jason Bessey (BSA); 4. Tim Stancill (Hon); 5. Rich Peterson (Hon).

SPTMN 750: 1. Todd Henning (Hon); 2. Larry Kirby (Yam); 3. Joe Smith (BMW); 4. Greg Bidou (Tri); 5. Cliff Murray (Yam).

CLSC '60s: 1. Stephen Mathews (Mat); 2. Stewart Rogers (Nor); 3. Cliff Murray (Vel); 4. Tim Stancill (BSA); 5. Rusty Lowry (H-D).

CLASS C: 1. David Roper (Vel); 2. Stewart Rogers (Nor); 3. Erich Bley (BMW); 4. Butch Baer (Ind); 5. Al Knapp (H-D).

PRE-40: 1. David Roper (Vel); 2. Stewart Rogers (Nor); 3. Butch Baer (Ind); 4. Doc Batsleer (Ind); 5. Erich Bley (BMW).

BMW LEGENDS

O/A: 1. David Aldana (1-1); 2. Yvon DuHamel (2-2); 3. Gary Nixon (3-3); 4. Roger Rieman (5-4); 5. Don Emde (4-5); 6. Don Vesco (6-6); 7. Dick Klamfoth (7-7); 8. Don Castro (9-8); 9. Dick Mann (8-9); 10. Bart Markel (10-10).

USCRA

200 GP: 1. Bill Greenwood (Hon); 2. Abbott Lahti (Hon); 3. Creighton Demarest (Hon); 4. Janet Gunn (Yam).

250 GP: 1. Gary Morell (Duc); 2. Tom Courts (Duc); 3. Alex Steinburg (Duc); 4. Henry Syphers (Suz); 5. Tom Lichtman (Hon).

L/W S/VINT: 1. Todd Henning (Yam); 2. Rick Soles (Yam); 3. Fritz Augustine (Yam); 4. Stan Lipert (Yam); 5. Tim Courts (Duc).

H/W S/VINT: 1. Greg Nichols (Nor); 2. Todd Henning (Yam); 3. Rick Soles (Yam); 4. Steve Keegan (Duc); 5. Thane Gillies (Nor).

SIDECAR: 1. Andrew Fairbank/Kim Glassberg (Yam); 2. Ed Frankel/John Seymour (Nor); 3. Mark Gibson/Car Otto (BMW); 4. Tom Verville/Tim Courts (BMW); 5. Sam Stoney/Oona Aldrich (Yam).

AM-CAN CHALLENGE

500 GP: 1. Steven Keegan (Duc); 2. Tom Verville (BMW); 3. Kurt Liebmann (Hon).

350 GP: 1. Todd Henning (Hon); 2. Stan Lipert (Hon); 3. Mike Webber (Duc).

250 GP: 1. Gary Morell (Duc); 2. Paul Glynn (Bul); 3. John Seymour (Duc).

200 GP: 1. Creighton Demarest (Hon); 2. Bill Greenwood (Hon); 3. Gordon Pulis (Mai).

H/W S/VINT: 1. Greg Nichols (Nor); 2. Rick Soles (Yam); 3. Kurt Liebmann (Hon).

L/W S/VINT: 1. Peter Furkey (Yam); 2. Fritz Augustine (Yam).

OPEN: 1. Jerry Wood (Tri); 2. Pete Kogut (Nor); 3. Jeff Wood (Tri).

COLUMN Time Forgotten

Knowledge bumps

By Joe Scalzo
Photo by Walt Mahony

During his racing years, the name Don Hawley was a byword of intimidation and fear.

The great Ed Kretz retired from motorcycle racing in 1954, leaving behind no racing descendants: even his son Eddie repudiated the damn-the-torpedoes, full-speed-ahead fury of his parent, expousing instead tactics, strategy, and technique. A drowsy decade elapsed. And then, with racing falling asleep with cool thinkers and dull stylists instead of bullyboys and merciless hard-chargers like old Kretz, Bart Markel arrived and gave things a fierce kick. Markel, throughout the '60s, was Kretz all over again: pulverizing, overwhelming, absolutely unstoppable when he stayed on his wheels. Bested by wear and tear, Markel, too, finally abdicated. That was decades ago, and racing still awaits the next Kretz avatar.

Yet back in the hot years when the name Don Hawley was a byword of intimidation and fear, it appeared that Hawley, too, was Kretzian.

These are some of those years:

• 1951: In speedway competition on the British Isles, an international match at a 375-yard sand track pits an Englishman, an Australian, an Irishman, a Norweigian, and an American, Hawley. Hawley wins.

• 1952: In season dirt track point standings maintained by the American Motorcycle Association, Buck Brigance is third, Chuck Basney is second, and Hawley is first.

• 1956: At Gardena Stadium in Los Angeles, just prior to a celebration intending to honor Basney for his exploit of capturing 15 main events in succession, Basney, Brad Andres, and Hawley crash in a heap, leaving Hawley unwounded, Andres with a smashed leg, and Basney dead.

• 1958: Encroaching on Sammy Tanner and Carroll Resweber locked in combat ahead of him, Hawley runs out of race track; as a means of egress, he knocks Tanner wide, then caroms into and off Resweber, fracturing Resweber's clutch lever and finger.

• 1962: After seasons away from flat tracking, Hawley makes a classic but damaged appearance at Ascot Park's 8-Mile National by buzzing Jody Nicholas and shaving his front wheel after Nicholas defeats him in a bitter heat race.

• 1972: Radically reinvented as a 44-year-old rookie campaigning on the state fairgrounds of the Indianapolis-car tournament, Hawley meets A.J. Foyt who simultaneously praises his wheelmanship and then bawls him out for coming to race cars so late.

• 1974: Hawley's heart arrests at home; a victim of depression, delusion, and alcoholic poisoning, Hawley dies aged 46.

His rambling valediction, delivered unintentionally two months earlier, had reminisced poignantly, "Racing is the only thing I've done in my life and I don't think I'll ever be able to stop - I live, eat, and breathe racing...I've always had bad luck from racing, and never good luck, it's been a struggle all my life, and I don't know why...I just get out there on a track, I'm still so damn enthused..."

Exactly like the nonpareil Kretz, Don Hawley was short and block-like, with no stomach. He stood on stubby legs and his thick arms advertised a weakness for tattoos; the ham-size fists which clutched and gassed and blew up many a flat track bike could also lay out an enemy with one stroke.

Kretz attained his bulk by offloading hay from wagons. Don Hawley, growing up on the tough and mean streets of the Los Angeles inner city, first exposed himself to a life of weight lifting; and later, upon reconsidering the matter, to an amazing existence spent manhandling volatile JAP speedway burners and Scout model Indians, an astonishing Manx Norton originally consigned to the Canadian Billy Mathew, and formidable KR Harley-Davidsons from the Johnny Gibson stable as well as several additional potent Triumphs. By the very end of his life Hawley was in cruel shitbox race cars, one of which attacked him and caused a vertebra in his neck to be fused.

Hawley, much like Kretz, had no mechancial sense or faculty. He simply raced at the limit. No tuner was capable of making a motorcycle strong enough for all he gave it, and there was a famous Hawley story from the '60s at Ascot Park, where he had just won the right to race Howard Barnes' coveted Triumph, an outrageously fast motorcycle. But Hawley arrived unexpectedly in the pits, furiously revving the misfiring Triumph and filling the air with shrieks for Barnes to make it run on more than one cylinder. Indeed it was firing on only one cylinder. And the reason was that the connecting rod on the other was flailing the air through the jagged hole it had just punched through the side of the engine.

Hawley was obsessed. He was speeding like a bullet to the mark; seemed prepared to annihilate himself racing if necessary. But during the '50s, instead of accumulating victory after victory in the manner of Kretz, he went down National after National to galling defeat. At Springfield, for example, he'd been clearly getting the better of Bill Tuman, yet lost. At Syracuse, Bobby Hill pinned on him a bewildering loss. At Milwaukee, Paul Goldsmith and Ernie Beckman got him on the last corner.

Losing a close race didn't make Hawley angry, and everybody enjoyed him when he was joking and his laughter echoing across the pits. But nobody liked Don Hawley when he wanted to fight. The trouble was, it was impossible to predict when he might get in that frame of mind. "You'd go with Don for beers at the 190 Club after a Friday night at Ascot," a friend recalled, "and he'd be calm. And the next thing he'd have jumped on top of a table and be yelling, 'I can kick the crap out of everybody here!' And, of course, he could."

The tuner Tim Witham's first meeting with Hawley might have been anyone else's last. It was on Catalina after the island Grand Prix, when Witham visited one of the Avalon taverns and noticed Hawley, wearing army combat boots and with his head shaved bald for the occasion, arm-wrestling on top of the bar and destroying two opponents at the same time. Hawley and his war-like associate Kenny Clark had warmed up for the action, it turned out, by sharing a motorcycle all day in the Grand Prix, where whoever wasn't riding occupied himself by draining six-packs of beer.

Witham hired Hawley as his rider nonetheless. That summer they took in the National tour together.

One of their first stops was at Sturgis, and the night before the race Hawley drove them into Deadwood, the cowboy village where Wild Bill Hickok was dealt a poker hand of aces and eights. Quickly taking the measure of the locals, Hawley entered a saloon and provoked panic among all the cowboys by jamming a finger into their backs and demanding "Stick 'em up!" Just then additional racers stormed the bar: Bugs Mann, Sliding Al Gunter, and Gentleman Joe Leonard, all passengers in Charlie West's celebrated eyesore of a 1949 model six-cylinder Nash which shed a fender, hood and front bumper making an epic journey from Sturgis. West, yet another hard-bitten individual with a confrontational style, saw Hawley and immediately decided that they should engage in fisticuffs, which they proceeded to do.

This was somehow intense for Tim Witham. And the tension mounted; with Don Hawley, it always did. Not long afterward in Pennsylvania, at Langhorne, best known as the citadel of Kretz, Hawley reacted with belligerence when three burly coal miners wouldn't cede the highway right-of-way. "Stop the car," he ordered Witham. "We'll get 'em."

"We?" shrieked Witham, rolling up the window and bolting the door. "Who is 'We?' You got a mouse in your pocket?"

Working and living with Hawley for a summer helped reduce Witham from a state of robust health into the meek, frail, wizened vegetarian he remained for all the rest of life. Witham was proud of himself for becoming the wizard tuner who could construct motorcycles strong enough for Don Hawley. But he'd also discovered why Don Hawley wasn't Ed Kretz.

"When Hawley was riding my bike," Witham later reported, frustration in is voice, "I could tell just from the kind of dirt track we went to if we'd do well or not. If it was a fast, deep kind of dirt that you could run hard on all day, and the kind that took a lot of guts, Hawley would win. But if it was a track that became dry or slick or got holes in it, Hawley would not do well."

The frustration became exasperation. "The reason Don Hawley never won a single National race, not one, was because he refused to change, to adapt," Witham mourned. "You know that Syracuse race he lost to Bobby Hill? Well, Hawley was leading and Bobby had given up, literally given up, trying to catch him. Except that there was a hole in the first corner, and Hawley was hitting it square every single lap. To avoid that hole, all he'd needed to do was change his line a few inches - even Kretz would have done that. But Hawley just wouldn't do it. It never occurred to him. It was him against the hole. Macho, I suppose. And that gave Bobby Hill an opening, and he passed us and won."

Hawley probably never got to actually compete against Ed Kretz. But Hawley did experience combat with Eddie Kretz, whom he defeated on the horse track at Del Mar, and also caused to spend a cold night in the Daytona Beach slammer for mischief that Hawley initiated but that constables blamed Eddie for. Hawley also emulated the elder Kretz by embarking on automobile racing.

Kretz's own four-wheel racing had involved, mostly, sports cars. Upon discovering that he could overtake great clumps of traffic by goosing the hand

brake and setting up outrageous powerslides, Kretz began exercising his old two-wheel authority. But the genteel sporty car crowd did not fool around with a wild man like Kretz. They instead got the racing sanctioning body to throw him out.

Hawley, characteristically, made sprint cars his weapons of choice, doing so in an era when they were absolutely the most dangerous race cars in existence. This was at Ascot Park, and at first nobody made him feel especially welcome; he was only permitted to pilot the very worst cars. Hawley made the best of the opportunity nonetheless. An old fringe eccentric known as Lester the Child Molester owned a neurotic, malevolent little red car that Hawley raced really fast whenever the wild-eyed and long-haired Lester inveigled him into trying something that sounded particularly lunatic. Neil Keen, who knew Hawley from motorcycle racing, and took a paternal interest in him, used to be horrified by the wild-eyed Lester and appalled by Hawley's readiness to do whatever he said.

"Hawley, don't listen to this old nut," Keen used to rail, adding, helplessly, "I want to see you *alive* afterward." And this caused Hawley to respond with bravado that Kretz himself might have envied: "Hey, not to worry. Car racing's easy. Just haul down to the corner, turn left - and hurry when you can!" Well, Hawley always hurried, all right. But Lester's car seldom traveled the distance.

Hawley's one big year in the Indy cars, 1972, turned out to be an aberration. His car owner folded up the operation afterward, and Hawley returned home to Los Angeles. It became clear to him that his life wasn't going to extend much beyond Ascot Park - and it didn't, he ultimately ended up interred in the cemetery across the street, presumably the only racer now at rest there. But in his final years, Hawley became arguably the most prolific contestant that Ascot knew: racing flat track Friday nights, sprinters on Saturdays, a TT steeplechase or midget car race Sunday afternoon, then involved in a demolition derby Sunday evening.

At the end, Hawley grew melancholy and drank too much. He wasn't as fast as he'd once been, and certainly not so fearsome, so during a midget race an impatient younger driver mistook him for a slow fossil, bludgeoned into him, and literally knocked Hawley off the track.

Hawley took this as a tonic - an elixir momentarily restoring him to his old days and old ways. Presenting himself to the younger driver, he smiled with happiness and announced, "Consider what I'm going to give you to be knowledge bumps." Then he told him to prepare to meet his maker, and proceeded to mete out such corporal punishment that the younger driver and all other male members of his family were put out of commission with injury.

Afterward, the sanctioning body of racing sought to suppress further disorder by convening a kangaroo court to punish and rebuke Hawley with a lifetime suspension (later reduced). Afterward, this was seen as a harbinger of Hawley's demise. He was just emerging from its effects when he suddenly died.

Hero or hooligan - how is posterity to remember Don Hawley? The fact is, no matter how much he enjoyed punching, he loved racing more. He loved it too much. Tim Witham, dead just this past winter, was of the opinion that Hawley possessed the fastest set of reflexes of anybody he was ever associated with, Joe Leonard and Kenny Roberts included. CN

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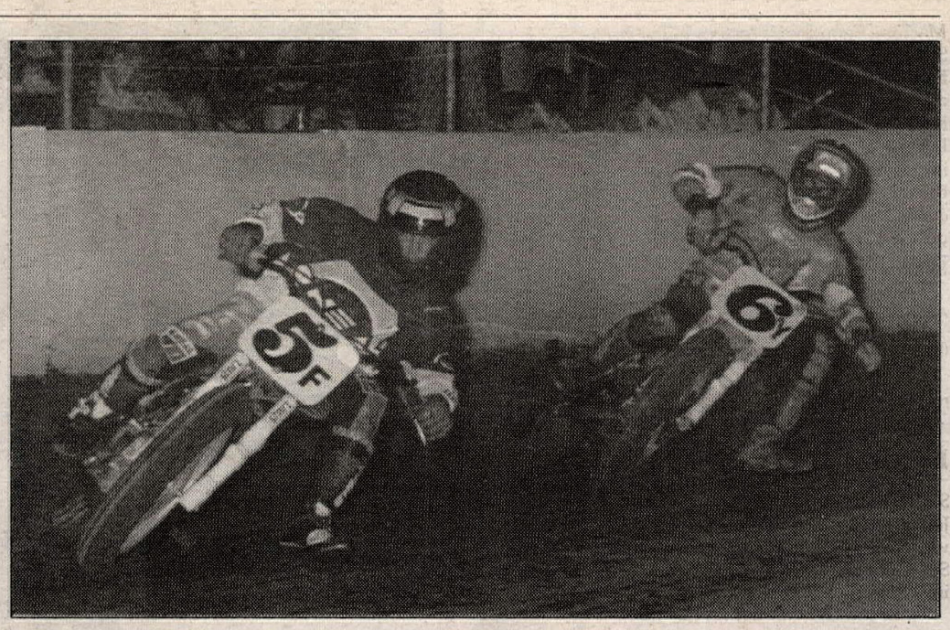
EVENTS

Dan Murre (68) leads Matt Bignell (17) and Roger Banes (5) at the Aztalan Short Track.



Winner Pat Behrle (5F) led Ben Bostrum (6Y) at the Lawrenceburg Short Track.

Huss hustles to Aztalan ST win

By Philip McDowell

LAKE MILLS, WI, JUNE 26

Tommy Huss was the big man in the little classes, as he took wins in the 65 and 80cc Senior classes under the lights at Aztalan's second short track of the season.

Huss started off his winning evening by stealing the holeshot of the 60cc heat on his Kawasaki. Another Kawasaki pilot, Tyler Smulders, kept him honest throughout the race but could not complete the pass and was forced to settle for second. Smulders was on fire in the final, as he grabbed the most throttle and jumped to the early lead with Huss hot on his tail. They were followed by Justin Voight. Huss hounded Smulders for a couple of laps before eventually sneaking underneath in turn three for the lead and the win. Smulders and Voight held on for second and third, respectively.

After a restart in the 80cc Senior heat, Kevin Rohde grabbed the early lead ahead of Eric Mischler and Joe Wipperfurth. Wipperfurth bailed soon after, leaving Rohde and Mischler alone up front to dice. Mischler kept the pressure on Rohde for a couple of laps until Rohde went down and handed the win to Mischler. Randy Smith and Suzuki mounted Timmy Huss followed. In the final it was all Huss, as he took a wire-to-wire win over Rohde and Smith.

Daniel Murre and John Hundertmark were the 400cc class heat race winners. Murre was the early leader in the final ahead of Rick Bretl and Giancarlo Giannini before he caught a rut in turn four. After a brief intermission to mend the track, Hundertmark found the restart to his liking, gunned it and cruised to the win. Bretl put some pressure on Hundertmark at the end but it was too little too late. Giannini claimed third.

Rotax-mounted J.R. Schnabel passed early leader Michael Duvall to take the win in heat one of the 500cc class. Scott Mack worked by Duvall also to claim second. The second heat saw some close racing as Ronald Schettl fought the entire distance to hold off attacks from David Cartwright for the number one spot. Just behind was another good battle for third between Mike Bertram, Brian Zurn and Steve Forrest. Joe Stoppleworth edged out August Eller for the win in the third heat. Mike Ybema and Mike Bertram emerged as semi winners.

Schnabel and Schettl got together on the start of the final, but Schettl got the lead while Schnabel recovered in seventh. As Schettl checked out into a comfortable lead ahead of Mack and Bertram, Schnabel was working his way up. Schettl took the win ahead of a freight train that consisted of Mack, Bertram, Schnabel ind Cartwright,

Results

50: 1. Blake Young (Yam); 2. Matt McCrath (Yam); 3. Travis Kearns (Yam); 4. Corey Strom (Yam); 5. Mark Sheppard (Yam).

65: 1. Timmy Huss (Kaw); 2. Tyler Smulders (Kaw); 3. Justin Voight (Kaw); 4. Jonathon Hanson (Kaw); 5. Steven Moss (Kaw).

80 JR: 1. Tyler Smulders (Kaw); 2. Stephanie Welch (Yam); 3. Jonathan Hans"n (Suz); 4. Floul Citstet (Suz); 5. Christopher Champine (Kaw).

80 SR: 1. Timmy Huss (Suz); 2. Kevin Rohde (Suz); 3. Flandy Smith (Hon); 4. Joe Wipperfurth (Suz); 5. Eric Mischler (Suz).

125-200: 1. Jim Kirschbaum (Suz); 2. John Hundextmark (Kaw); 3. Dan Vrana (Yam); 4. Elizabeth Kantor (Yam); 5. Nick Gustin (Yam).

250: 1. Mark Kornely (Kaw); 2. Curt Knitt (Kaw); 3. J.R. Schnabel (Hon); 4. Andy Fenwick (KTM); 5. Brian Zurn (Kaw).

400: 1. John Hundertmark (Suz); 2. Rick Bretl (Hon); 3. Giancarlo Giannini (Bul); 4. Roger Banes (Yam); 5. Scott Freber (Suz).

500: 1. Ron Schettl (Kaw); 2. Scott Mack (Hon); 3. Mike Bertram (Hon); 4. J.R. Schnabel (Rot); 5. David Cartwright (Suz).

OPEN TWIN: 1. Dan Murre (Tri); 2. Art Mischler (Tri); 3. Steve Captain (Tri); 4. Scott Mack (Yam); 5. Steve Debettignies (Duc).

PRO: 1. Mark Gruber (Rot); 2. Terry Vestal (Kaw); 3. Tony Giorno (Hon); 4. Bob Ybona (Rot); 5. John Flesher (WR).

SR: 1. Donald Waldbuesser (Yam); 2. Ronald Schettl; 3. Steve Prisk (Yam); 4. David Mengo (Suz); 5. Joseph Poklasny (Suz).

EXHIB VINT: 1. Richard Schaeuble (H-D); 2. Everett Duvall (H-D).

Tucker topples Starwest SX

By David Procida

MORENO VALLEY, CA, JULY 3

Michael Tucker came away with the overall win in the 250cc Beginner class after dueling for the lead in moto one and riding intelligently in the second moto.

In moto one, Honda-mounted Steve Skube bumped his way through the first turn and edged Tucker out for the holeshot. Adam Pierce gated third but quickly doubled his way past Tucker for second. Dennis Hyde also closed on Tucker.

Up front, Skube had opened up a little bit of a lead, but Pierce was closing quickly. The Suzuki rider dove to the inside of the corner preceding the King Kong launcher jump and lost the front end, resulting in an embarrassing soil sample.

This gave Skube a commanding lead as Tucker assumed the number two spot. Behind him, Hyde took himself out of the running by coming up way short on the double jump and retiring from the race. Dean Dirks assumed the number four spot with Thomas Elder rounding out the top five.

Late in the race, the standings suddenly changed as Skube went down in the Snake Pit. Tucker assumed the lead at this point in the race with Ryan Beverage taking over the number two spot. As he began to close in on Tucker, the leader picked up the pace.

Hoping to open a bit of a lead, Tucker doubled the Twin Peaks jump only to have Beverage follow suit and continue his charge. Skube was back underway, and ran in third ahead of Dirks and Elder.

Tucker barely held on to the lead and took the checkered to bring the first moto to a close with Beverage, Skube, Dirks, and Elder rounding out the top five.

Moto two saw Adam Pierce holeshot with Beverage and Tucker close behind. The three riders opened up a short lead on Dirks, who was running in fourth ahead of Joe Lourenco. As the riders reached the Twin Peaks jump, Beverage made his bid for the lead by attempting to double the Twin Peaks jumps.

As Pierce and Tucker singled their way in the jumps Beverage came up way short on the second jump and executed a perfect Flying W. Beverage took himself out of contention for the lead and the remainder of the moto.

Back up at the front Pierce had now opened up a few bike lengths on Tucker who now had come under pressure from Dirks. The battle for fourth was every bit as intense as the battle for the lead as Mike Flowers was busy fending off the charges of Lourenco.

The two riders were dicing as if it were for the lead, giving no quarter to the other. At the halfway point, Lourenco executed a perfect stuff on Flowers to take over fourth. At this point, Dirks dropped his Yamaha in the kicker after the launcher jump but was quickly up and underway before losing any positions.

Also on the charge after a poor start was Elder who had now broken into the top five after dropping Skube back to sixth. Flowers, trying to make up for a poor first moto showing, put an inside line block pass on Dirks and moved into the number three position.

With the white flag waving, Pierce began his last lap around the track and went unchallenged to the finish. Tucker finished a distant second.

When the results were posted, it was Tucker with the win over Pierce. Dirk's pair of fourth-place finishes earned him third overall in front of Skube and Elder.

In the 125cc Beginner ranks, Lloyd Lester pulled off the overall win with a three-two showing after first moto runner-up Eddie Nichols developed engine problems at the beginning of moto two. Lester finished third in moto one behind Ephraim Benjamin and Nichols. Neil Alonzo and John Aragon rounded out the top five.

Moto two was a Aragon runaway until late in the moto when the leader tangled with a lapper and could not get his Kawasaki restarted. This left the gate open for Ernie Sanchez who had DNF'd the first moto. Sanchez held on to the lead for the remainder of the moto with Lester finishing in the runner up slot. Steve Decheney was running in the number three position with Benjamin and Alonzo rounding out the top five.

After all the confusion when the results were finally posted, it was Lester with the win and Benjamin going one-four in second overall.

Results

50 MOD OPEN: 1. Andrew Renshaw (Yam); 2. Eric Hunter (Suz).

50 STK OPEN: 1. Kevin Folgherafter (Yam); 2. Joshua Grant (Yam); 3. J.R. Williams (Yam).

60 6-8: 1. Daton Beavers (Kaw); 2. Tyson Taylor (Kaw); 3. Ryan Couse (Kaw); 4. Andrew Renshaw (Kaw).

60 9-1 1: 1. Garrett Taylor (Kaw).

80 0-1 1: 1. Garrett Taylor (Kaw).

80 12-13: 1. Robbie Couse (Kaw); 2. Richard Sazama (Yam); 3. Stephen Oakes (Yam).

80 14-16: 1. Danny Carlson (Kaw).

80 BEG 12-16: 1. Jeff Rey Leonard (Kaw); 2. Kevin Byrnes (Kaw); 3. Rod Hamby (Yam).

125 BEG : 1. Lloyd Lester (Hon); 2. Ephraim Benjamin (Suz); 3. Steve Decheney (Hon); 4. Neil Alonzo (Suz); 5. Ernie Sanchez (Hon).

125 NOV: 1. Glenn Branson (Suz); 2. Robert Morgan (Kaw); 3. Rick Antles (Suz); 4. Terry Gastouniotis (Suz); 5. Michael Procida (Hon).

250 BEG: 1. Michael Tucker (Yam); 2. Adam Pierce (Suz); 3. Dean Dirks (Yam); 4. Steve Skube (Hon); 5. Thomas Elder (Hon).

250 NOV: 1. Christopher Nelson (Kaw); 2. Jimmie Deever (Yam); 3. Jason Pearce (Yam).

25+ BEG: 1. Jan Zuidema (Yam); 2. John Dean (Suz); 3. Warren Stimpson (Kaw); 4. Michael Crane (Suz) 5. Cy Znidema (Yam).

25+ NOV: 1. Larry Baker (Yam); 2. Peter Jenkins (Hon).

30+ BEG: 1. Tim Hunziker (Kaw); 2. Mike Jackson (Yam); 3. Ferran Piper (Kaw); 4. Robert Ventura (Hon); 5. Rick Snelson (Hon).

30+ NOV: 1. Bruce Hendel (KTM); 2. Terry Macrae (Suz); 3. Pete Andrews (Hon); 4. Don Vatlier (Yam).

40+ NOV: 1. Ray Simmons (C-Z).

Eickel aces Mega-X MX

By Bill Holt

MENDOTA, IL, JUNE 26

Jim Eickel squeezed all he could out of his Princeton Hondas at the Tri-County Fairgrounds and made it a clean sweep of the A classes at the second of five Mega-X Shootout stadium MX events scheduled for the summer by Moto-Pro, Inc.

Eickel started off with a heart-stopping 125cc qualifier against Downers Grove Yamaha pilot Jeff Dement. The two National caliber competitors bumped and banged all over the course, whetting the appetite of all in attendance for the final.

The final looked as though it would be anticlimactic. Eickel grabbed the holeshot and it was Bret Pedone, Tim Damron, Jack Lee and Jeremy Baritoner who were giving chase early. "I got out of the gate slow and then was bumped several times before the first turn. This was my worst start in years," said Dement.

But the anticipation for the final was not in vain. As Eickel slowly moved out to a 10-second lead over Jack Lee and the rest of the pack, Dement began his move through the crowd. The announcer picked him up when he was running 10th and then followed him as he picked off riders one and two at a time until he moved by Lee into second with less than two laps left. Jim Randa seemed to be tied to Dement with a rope as they made their way to the front. Randa's effort fell one wheel short as he and Lee flew over the final tabletop.

Eickel had a tougher time getting away in the 250cc A final. Although Eickel was quickest out of the gate in the qualifier and the final, he never could get away from Eric Weidemayer. Weidemayer kept on the heat in both races while fighting off Rusty Ott, Jeff Stimac and Brandon Jeffery.

The 125cc B division took two qualifiers and an LCQ to sort out the list for the final. When the checkers flew it was Mike Olsen taking wins in his heat and in the final. He was chased home in the main by Mark Nowak, Dan Modaff, Courtney Mack and Chad McDonald.

The 250cc B class was also a full house. Qualifier winners Bill Tilford and Chad Stanko looked to be the choice for top honors in the main, but as the laps wore down it was Dan Modaff who put together the best ride and took the win over Tilford, Joe Carlino, Chuck Lotigh and Chad Stanko.

Results

MINI: 1. Brandon Roberts (Yam); 2. Jimmy Drozd (Suz); 3. Nate Eslinger (Hon); 4. Don Huffman (Suz); 5. Japeth Suslee (Hon).

125 B: 1. Mike Olsen (Kaw); 2. Mark Nowak (Suz); 3. Dan Modaff (Suz); 4. Courtney Macke (Hon); 5. Chad McDonald (Kaw).

125 A: 1. James Eickel (Hon); 2. Jeff Dement (Yam); 3. Jack Lee (Yam); 4. Jim Randa (Hon); 5. Tim Damron (Hon).

250 B: 1. Dan Modaff (Suz); 2. William Tilford (Kaw); 3. Joe Carlino (Hon); 4. Chuck Lough (Yam); 5. Chad Stanko (Hon).

250 A: 1. James Eickel (Hon); 2. Eric Weidemayer (Suz); 3. Peter Curran (Hon); 4. Brandon Jeffery (Hon); 5. Rusty Ott (Yam).

30+: 1. Ron Walker (Kaw); 2. Ron Downen (Suz); 3. Rusty Ott (Yam); 4. Dave Brill (Kaw); 5. Joe Carlino (Hon).

Behrle bombs Lawrenceburg ST

By Bert Shepard

LAWRENCEBURG, IN, JUNE 11

Pat Behrle scored the win in the Expert class at Lawrenceburg Speedway.

The usual program was augmented by the John Demoisey Memorial Dash for Cash, in which the winner would take all of the $500 purse. With no time trials, finishing up front was paramount, as the win, place and show finishers went directly to the main. First and second earned spots in the Dash for Cash.

The Dash for Cash belonged to Ian Segedy almost before it started. As the money increased, so did the need for a good start. Everyone on the front row but Segedy jumped, or was pulled off. Pat Behrle, Dave Lloyd, Joe Sefferle, Ben Bostrom and Ted Taylor found themselves on the penalty line. Segedy did what he had to do and led the field after one lap. Behrle tangled with the rest of the field and got off in turn one. Bostrom disposed of Sefferle and Taylor and moved in on the race leader, who held him off to win.

"I really needed the money," said Segedy. "The storms last week blew two 200-foot oak trees on top of our house. We have been in a hotel for the past week."

Behrle selected the inside pole for the start of the Expert main. Taylor, Bostrom, Lloyd, Sefferele and Segedy lined up to his right. Taylor and Al Eadie started the main from the penalty line. Behrle went to the point with Bostrom a few lengths in arrears. Lloyd, Segedy, Andy Tresser, Kris Kiser, Steve Morehead, Butler, Sefferele and Davis followed the leaders. Bostrom slowly closed on the Enterprise

Machine Shop Inc./Western Hills Honda/K MC Supply/Craig Bracken-sponsored Berhle. With half the race left to run, Bostrom stalked Berhle as Segedy did the same to Lloyd. Andy Tresser held the remainder of the field in check. With a lap to go, Morehead was the only one to improve his position, as he moved Kiser out of the way for the fifth-place money. With the event two turns from the finish, the race was decided and Berhle scored the win.

Results

PRO-AM: 1. Paul Morgan (Hon); 2. Matt Auxier (Hon); 3. Aaron Scheid (Rot); 4. Garg Stogsdill (Hon); 5. Dave Viel (Rtx).

EX: 1. Pat Behrle (Hon); 2. Ben Bostrom (Rtx); 3. Dave Lloyd (Rtx); 4. Ian Segedy (Rtx); 5. Steve Morehead (Rtx).

Tretera tops Bear Creek Spdwy

By Kevin George

SOUTH CANTON, OH, JUNE 19

Jeff Tretera came off the 50-yard line to earn the win in the Handicap main at Bear Creek Speedway, after two restarts due to nasty looking crashes.

Phil Kalusha started on the 10-yard line and tried to build a big lead early, but overcooked turn three and hit the guardrail. On the restart, Shane Goodnight made it look like instant replay. On the third start, Kalusha was back to the front. Scratch main winner, Brian Daily, was on the move from the 80-yard line when his rear tire went flat. Kevin Smith and Pat Reynolds took their battle right on past Kalusha, side by side into turn one. Reynolds had a tough time keeping his foot out of Smith's bike and laid it down. Tretera went around the outside and held off a determined Smith for the remaining two laps.

In Youth class action, Don Jackson was a loner in the 80cc class, but the 50cc guys put on a good show. Stephen Hayes looked like a shoo-in to win after winning both heat races, but apparently, Kyle Sedlacko just needed to warm up as he pulled the main event holeshot and held off Hayes and Justin Yankuski for the win.

Results

SPDWY SCRATCH: 1.Brian Daily (God); 2. Jeff Tretera (Jaw); 3. Pat Reynolds (Jaw); 4. Mark Maurer (Jaw).

SPDWY CONSI: 1. Kevin Smith (Jaw); 2. John Vasil (Jaw); 3. Phil Kalusha (Jaw); 4. Shane Goodnight (Jaw).

SPDWY H/CAP: 1. Jeff Tretera (Jaw); 2. Kevin Smith (Jaw); 3. Shane Goodnight (Jaw); 4. Pat Reynolds (Jaw).

80 YTH: 1. Don Jackson (Kaw).

60 YTH: 1. Kyle Sedlacko (Yam); 2. Stephen Hayes (Yam); 3. Justin Yankuski (Yam).

Luker locks onto Lodi ST

By Mindyz Mac

LODI, CA, JUNE 26

William Luker collected the win in the Open B division, one of the biggest classes at the Pioneer M.C.-promoted short track race at Lodi Cycle Bowl.

With 15 entries the class had to run two qualifying heats and a semi to determine which 12 riders would compete in the main event. At the start of the main it was Rocky Marconi pulling the holeshot and being chased into the first turn by Gary Rogers and Luker. The riders freight-trained around the track until lap six, when Rogers tried an inside pass on Marconi, knocking both riders out of the race. This left Luker to inherit the lead, followed by Sherman Lee, Gerald Tenret and Chris Fischer. Lee tested Luker on the outside but couldn't get by, setting the order for the checkered flag - Luker, Lee, Tenret and Fischer.

The largest class of the night was by far the Open A division, which was led off the starting line by Kevin Bricker. Bricker looked like he might go on to an easy win as he led the race from the start to the white-flag lap. But Dan McDonnell, who was working his way up from a poor start, had other ideas. McDonnell picked off riders one by one as he worked his way into third place, with one lap to go. Then, as the riders exited turn two, McDonnell found that little extra and passed both Mark Key and Bricker to take the lead and the win. Bricker, who was bumped off the groove, dropped to a seventh-place finish as Key held on to take a hard-earned second. Finishing third was Dan Hart and behind Hart were Jesse Sanchez and Ricky Smith. The race was exciting as the riders passed and repassed each other, each always within striking distance for the win.

In 80cc A action, it was Toby Jorgensen taking the win over heat race winner Andy Hansen. Hansen, who bad a bad take-off, was on the gas as he passed Tony Souza on the third lap and Tyson Silva on the fourth lap. Hansen tried hard to catch the leading Jorgensen but Jorgensen was hot as be stretched out his lead for a comfortable win.

Results

P/W STK B/C: 1. Daniel Jenkins (Yam); 2. Nickoles Moore (Yam); 3. Duke Erickson (Suz) 4. Scott Meyer (Yam); 5. Craig Coelho (Hon).

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AMA CCS RACE OF CHAMPIONS
Expert & Amateur Supersport, Solo GTU & GTO: Top Four Places Paid

CLUB EVENTS

AFM NORTH - Sears Point, CA
Production Classes: Top Ten Paid
Superstreet Classes: Top Twenty Paid

AHRMA REGIONAL EVENTS
Seven Classes Posted - Five Places Paid

AMA CCS SW -Firebird Rcwy, AZ; NV
Amateur Supersport, Expert Supersport, Supertwins Heavyweight & Lightweight: Both Amateur & Expert, Solo GTU & GTO Top Ten Places Paid.

CMRA (WERA Affiliate), TX
Novice Production: Ten Places Paid
Expert Superstock: Ten Places Paid
Endurance Classes: Ten Places Paid
Formula Clubman & Vintage 5:Ten Plcs. Pd

CRA - Brainerd Int'l. Raceway, MN
Novice Supersport, Expert Supersport
H-D 883 - Top Eight Places Paid

MCRA/HRRC - Gateway Int'l. Raceway, IL
Sprint races through WERA
100K Endurance: Heavyweigt & Lightweigt Classes, 2 Hour Endurance - Top Ten Places Paid

MRA - Colorado Race Facilities
Amateur GTO-GTU, Novice GTO-GTU
600, 750, Open Supersport
Top Ten Places Paid

OMRRA - Portland Int'l. Raceway, OR
All Prod. Classes, Heavyweight & Lightweight Twins - Top Ten Places Paid

THRRA - Honolulu, HI
600 Production, 600 Superstreet, 750 Superstreet, Lightweight Classes, Open Superstock & Open GP

WMRRA - Seattle Int'l. Raceway, WA
All Prod. Classes, Heavyweight & Lightweight Twins - Top Ten Places Paid

WSMC - Willow Springs Raceway, CA
Novice 0-500, 501-650, 650-Open
Expert Superstock, Expert Modified Prod.
Top Ten Places Paid.

WRA - Las Vegas, NV; Bakersfield, CA
All Classes - Top Ten Places Paid

For a detailed Contingency Pack, please call or write 1-800-722-3336, 4520 107th Street S.W., Dept. RW, Mukilteo, WA 98275

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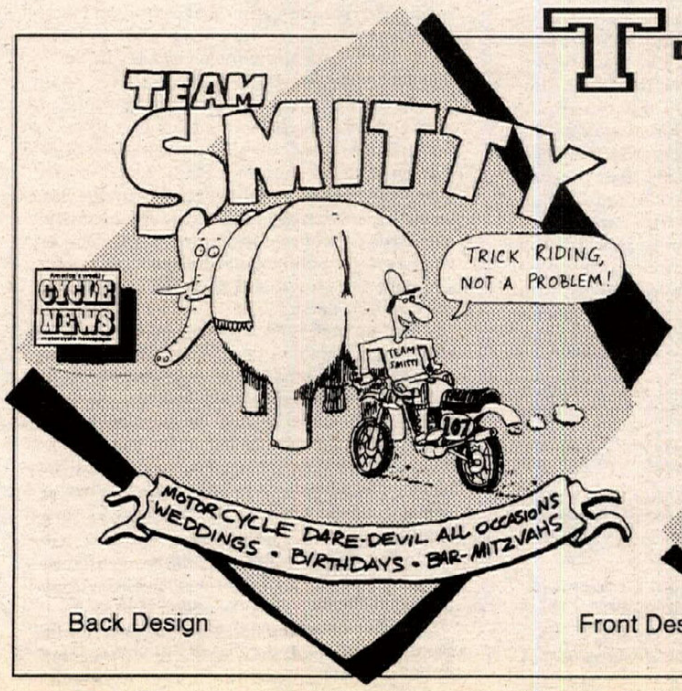
T-SHIRTS



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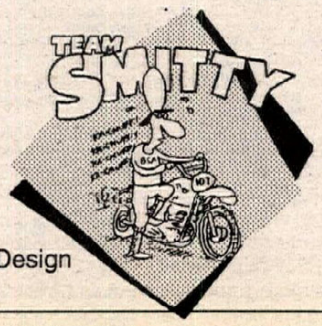

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EVENTS

Rex Brown (84) dices with Gary Winters (282) and John Caupp (250) at Red Bud.

Curt Knitt (41K) and George Istvanek (2K) kept it close at the Aztalan Short Track.

P/W MOD B/C: 1. Travis Foulger (Yam); 2. Daniel Jenkins (Yam); 3. Nickoles Moore (Yam); 4. Stewart Barber Jr. (Yam); 5. Carlos Aguilar Jr. (Yam).

60-100 WR: 1. Joel Bloom (Hon); 2. Nickoles Moore (Yam); 3. Micbelle Lineaweaver (Hon); 4. Brandon Inderbitzen (Kaw); 5. Sandra Selva (Hon).

80 B: 1. Jesse Dawson (Kaw); 2. Mickey Lane (Suz); 3. Aaron Cisco (Kaw); 4. Craig Gonzales (Yam); 5. Bryan Grier (Yam).

80 A: 1. Toby Jorgensen (Hon); 2. Andy Hansen (Hon); 3. Tyson Silva (Yam); 4. Tony Souza (Kaw).

250C: 1. Rolf Greenhill (Hon); 2. Justin Hermesky (Yam); 3. John Arseniak (Yam); 4. Geramy Rackley (Yam).

250 A/B: 1. Shaun Russell (Kaw); 2. Jeff Gabhart (Hon); 3. Davis Winters (C-A).

VET C: 1. Johnny Karnes (W-R) 2. Richard Arnold (Suz).

VET A/B: 1. Robert Grant (Yam); 2. Chris Fischer (Rtx); 3. James Judd (Yam); 4. Kevin Gonzales (Rtx); 5. Dan Feldhaus (Rtx).

VINT A/C: 1. Adam Sabedra (Yam); 2. Gary Milewski (Tri); 3. Justin Hermesky (Yam); 4. Joshiro Jorgiri (Hon); 5. Jeff Gabhart (Hon).

PRO-AM NOV: 1. Jesse Sanchez (Hon); 2. Don Wilbite (Hon); 3. Robert Seay (Rtx); 4. Michelle DiSalvo (Hon); 5. Kevin Gonzales (Rtx).

PRO-AM EX: 1. Kevin Bricker (Rtx); 2. Jimmy Higuera (W-R); 3. Mark Key (W-R) 4. Dan McDonnell (Rtx); 5. Danny Hart (Rtx).

OPEN C: 1. Steve Johnson (Hon); 2. Charles Fabbiani (Kaw); 3. Sammy Sabedra (Hon); 4. Clint Erickson (BSA) 5. George Snodgrass (Yam).

OPEN B: 1. William Luker (Yam); 2. Sherman Lee (Hon); 3. Gerald Tenret (Rtx); 4. Chris Fischer (Rtx); 5. Wayne Davis (Hon).

OPEN A: 1. Daniel McDonnell (Rtx); 2. Mark Key (W-R); 3. Dan Hart (Rtx); 4. Jesse Sanchez (Hon); 5. Ricky Smith (Rtx).

Dunaway dazzles Red Bud MX

By Larry Witmer

BUCHANAN, MI, JUNE 19

Charles Dunaway was a double class winner at the AMA Regional at Red Bud Track 'N Trail, taking the victories in the 85cc (14-15) and 125cc Youth divisions.

There were 345 entries, and they were greeted by gray skies and a muddy track, though the crew did an admirable job of preparing the course. Two rounds of motos were run on Saturday, but Sunday's third motos were canceled after rains fell overnight.

The 85cc (14-15) Stock division kicked off with B.J. Smith hooking up fastest to the first corner, with Brandon Roberts and Jeremy Booher in tow. Dunaway wasted no time getting around Smith over the finish-line jump on the opening lap. Dunaway opened up an immediate lead, with Thomas Barron working through the pack after gating midpack. Halfway through the moto Dunaway held down a six-second lead over Smith. Barron passed Booher for third and kept the gas on, catching Smith on the white-flag lap and moving into second, holding the gas on over a small jump. Dunaway cruised in for the win, with Barron second and Smith third.

Smith again cranked out the holeshot in moto two. Booher, Dunaway and Jeffrey Baker were second through fourth. On the first lap Dunaway passed Booher over the finish-line jump and set after Smith. Dunaway zapped Smith when Smith bobbled. Dunaway kept the gas on to pull away immediately from the field. Barron had another bad start, and had to work through the field, moving into the top four on the start of the fifth lap. Barron swept past Roberts in the Valley Double jump area. The top four remained the same, but Smith came dangerously close to Dunaway when he got into heavy lapped traffic. Dunaway came away with both moto wins.

Results

AUTO (4-7): 1. Bradley Ripple (Yam); 2. Michael Willard (Yam); 3. Brandon Bonine (Yam); 4. Fred Karrle (Yam); 5. Maurice Fohner (Yam).

AUTO (8): 1. William Browning (Yam); 2. Christopher Whitcraft (Yam); 3. Jerod Whipple (Itj); 4. Andrew Willard (Yam); 5. Kyle Teel (Yam).

65: 1. Brian Bartlett (Kaw); 2. Jeff Gibson (Kaw); 3. Robert Turley (Kaw); 4. David Whitcraft (Kaw); 5. Nicholas Vargo (Kaw).

85 (7-11) STK: 1. Joshua Woods (Kaw); 2. Brandon Jessemen (Suz); 3. Paul Karle (Kaw); 4. Jeff Gibson (Kaw); 5. Robert Turley (Kaw).

85 (9-13) MOD: 1. Chris Considine (Kaw); 2. Nicholas Wey (Kaw); 3. Scott McMillin (Kaw); 4. Randy Valade (Yam); 5. Christopher Berry (Hon).

85 (12-13) STK: 1. Nicholas Wey (Kaw); 2. Chris Consadine (Kaw); 3. Mark Burkhart (Hon); 4. Christopher Berry (Hon); 5. Jason Frecker (Yam).

85 (14-15) STK: 1. Charles Dunaway (Kaw); 2. B.J. Smith (Hon); 3. Thom Barron (Suz); 4. Karl Scott (Yam); 5. Nathan Miller (Suz).

85 (14-15) MOD: 1. Charles Dunaway (Kaw); 2. Thom Barron (Suz); 3. B.J. Smith (Hon); 4. Karl Scott (Yam); 5. Ryan Hartwig (Kaw).

125 (12-15) STK: 1. J.D. Collins (Kaw); 2. Ryan Valade (Yam); 3. Justin Blake (Kaw); 4. Justin Smith (Hon); 5. Aaron Kimmerer (Suz).

125 (12-15) MOD: 1. J.D. Collins (Kaw); 2. Justin Blake (Kaw); 3. Ryan Valade (Yam); 4. Justin Smith (Hon); 5. Ahmad Owens (Hon).

125 C STK: 1. Gary Winters (Kaw); 2. Jeff Ford (Yam); 3. Gary Lemon (Kaw); 4. Joey Belmont (Kaw); 5. Jody Cooper (Suz).

125 C MOD: 1. Chad Cooper (Kaw); 2. Travis Smith (Suz); 3. Jody Cooper (Suz); 4. Kevin Leonard (Hon); 5. Jeff Ford (Yam).

250 C STK: 1. Ryan Cornell (Suz); 2. Todd Richmond (Kaw); 3. Gary Winters (Kaw); 4. Kevin Perkins (Kaw); 5. Michael Glasscock (Yam).

250 C MOD: 1. Todd Richmond (Kaw); 2. Perry Tacey (Hon); 3. Michael Glasscock (Yam); 4. Rex Brown (Kaw); 5. Gerald Gatrell (Hon).

WMN: 1. Carrie LaBlanc (Suz); 2. Darla Martin (Suz); 3. Jennifer Edwards (Suz); 4. Kathy UeBelhor (Kaw); 5. Sandy Pfister (Yam).

Arnold aces Bear Creek ST

By Kevin George

SOUTH CANTON, OH, JUNE 26

Kenny Arnold zapped Bob Milligan in turn four on the final lap of the 250cc Flat Track feature event to claim his first-ever win at Bear Creek Speedway.

Milligan grabbed the early lead by charging hard from the second row. Arnold could pull even in the turns, but Milligan's Suzuki could outpower Arnold's Bultaco on the short straights.

Arnold let it all hang out on the final lap and slipped under Milligan, who was surprised to see Arnold go sliding past and on to the win. The others were also enjoying a good last lap battle, as Craig Milligan moved from fifth to third. Don Herron couldn't get his Bultaco to clean out and had to settle for fourth.

Kyle Sedlacko earned the win in the Youth class, and Mark Hosteler took the Open class win.

In Speedway action, an uneventful consolation was followed up with a wild scratch main. Scotty Brown pulled the holeshot with Pat Reynolds alongside. Two laps into the race Brown's rear tire went flat, but he refused to give up. Reynolds took over the lead and held off Brown's efforts.

"If I kept the throttle wide open the tire would stay round enough to keep going", said Brown.

Brown and Reynolds kept up the action in the Handicap main. Their performance for the evening had Reynolds back at the 75-yard line and Brown at the 100-yard mark. Reynolds took over the lead on the third lap with Brown into second on the fourth. Brown took over the lead with one lap to spare and romped home the winner.

Results

YOUTH: 1.Kyle Sedlacko (Yam).

250 F/T: 1.Kenny Arnold (Bul); 2. Bob Milligan (Suz); 3. Craig Milligan (Suz); 4. Don Herron (Bul); 5. Bill Milligan (Suz).

OPEN M/C: 1. Mark Hostetler (Yam).

SPDWY CONSI: 1. Mark Maurer (Jaw); 2. Kim Brown (Jaw); 3. John Busler (Jaw).

SPDWY SCRATCH: 1. Pat Reynolds (Jaw); 2. Scotty Brown (Jaw); 3. Kevin Smith (Jaw); 4. Jeff Tretera (Jaw).

SPDWY HDCP: 1. Scotty Brown (Jaw); 2. Pat Reynolds (Jaw); 3. Mark Maurer (Jaw); 4. Kim Brown (Jaw); 5. John Busler (Jaw).

Champine tops Aztalan ST

By Philip McDowell

LAKE MILLS, WI, JUNE 27

Steve Champine was the big winner at the 2nd Annual Mike Sweeney Memorial Pro-Am Short Track. The Torque Center and Suburban Harley-Davidson-sponsored race was held at Aztalan Cycle Park. Champine took victories in the 250 and 600cc Pro classes.

In the first 600cc Pro heat, it was Bret Beyer who jumped to the early lead just ahead of Suburban Harley's Stephen Champine, Steven Kasten and Jim Sumner. These four remained close throughout the entire race, with some bumping and banging mixed in for added enjoyment. Beyer held on for the win, narrowly ahead of Champine, Sumner, and Kasten.

With the crowd still pumped from the first heat action, Terry Vestal roared to the front of the second heat, with Bob Ybema, Mark Gruber, and John Flesher in tow. Vestal led the charge for a couple of laps before dismounting in turn one. He remounted quickly but was out of the hunt. With Vestal out of the picture, that left Ybema and Gruber to argue for the top spot. Ybema held Gruber off for a couple of laps before succumbing to his pressure. Gruber took the win over Ybema, Flesher and Clarence Rupnow.

In the final, Champine jumped to the early lead just ahead of Gruber and a group that included Flesher, Ybema, Sumner, Vestal, and Beyer. This bunch was riding so close you could have fit them all in the bed of a pickup. The situation remained this way for several laps before an incident in turn two involving Sumner, Flesher and Steven Kasten brought out the red flag and essentially erased any of their chances for a win. On the restart Champine again led with Gruber on his butt, followed by Ybema, Beyer, and Vestal. Things remained this way to the finish.

In the 250cc Pro class, Champine passed early race leader Tony Giorno and said goodbye as he left the field behind, allowing Giorno, Curt Knitt and George E. Istvanek Jr to collect second, third and fourth spots.

Results

50 B: 1. Travis Kearns (Yam); 2. Mark Sheppard (Yam); 3. Jesse Janisch (Yam); 4. Peter Deyo (Yam); 5. Andy Smith (Yam).

50 A: 1. Matt McGrath (Yam); 2. Corey Strom (Yam); 3. Chris Champane (Yam); 4. Blake Young (Yam); 5. Nicholas Pellmann (Suz).

65: 1. Timmy Fluss (Kaw); 2. Tyler Smulders (Kaw); 3. Jonathan Hanson (Kaw); 4. Justin Voight (Kaw); 5. Steven Moss (Kaw).

80 JR: 1. Tyler Smulders (Kaw); 2. Stephanie Welch (Yam); 3. Nathan Webber (Kaw); 4. T.J. Zeidler (Yam); 5. Jonathon Hanson (Suz).

80 SR: 1. Kye Ybema (Kaw); 2. Randy Smith (Hon); 3. Eric Mischler (Suz); 4. Joe Wipperfurth (Suz); 5. Matt Kimmes (Hon).

125-200 COMBO: 1. John Hundertmark (Kaw); 2. Jim Kirschbaum (Suz); 3. Elizabeth Kantor (Yam); 4. Jeremy Deruyter (Yam); E Joshua Hamann (Yam).

250: 1. Curt Knitt (Kaw); 2. Brian Zurn (Kaw); 3. J.R. Schnabel (Hon); 4. Giancarlo Giannini (Suz); 5. Mark Kornely (Kaw).

400: 1. John Hundertmark (Suz); 2. Rick Bretl (Hon); 3. Giancarlo Giannini (Bul); 4. Roger Banes (Yam); 5. Joe Houpt (Suz).

500: 1. J.R. Schnabel (Rot); 2. Brian Zurn (Hon); 3. Mike Bertram (Hon); 4. David Cartwright (Suz); 5. Mike Ybema (Hon).

OPEN: 1. Art Mischler (Tri); 2. Dan Murre (Tri); 3. Michael Duvall (HD); 4. 3teven Captain (Tri); 5. Jay Pettit (Yam).

SR: 1. Ron Schettl (Kaw); 2. Clarence Rupnow (WR); 3. Steve Prisk (Yam); 4. Joseph Poklasny (Suz); 5. Alan Sumner (Suz).

250 PRO: 1. Steve Champine (Hon); 2. Tony Giorno (Hon); 3. Curt Knitt (Kaw); 4. George Istvanek (Hon).

500 PRO: 1. Terry Vestal (Yam); 2. Steve Dasten (Hon); 3. Bob Ybema (Hon); 4. Eric Johnson (Yam); 5. Mike Bertram (Hon).

600 PRO: 1. Steve Champine (Rot); 2. Mark Gruber (Rot); 3. Bob Ybema (Rot); 4. Bret Beyer (HD); 5. Terry VesLal (Kaw).

Lane races to Red River XC win

By Mark Childre

BUELCHER, TX, JUNE 27

While most of the races were not very close, the Pro class contest at the Red River Cross Country was settled in the last few miles of the track. KTM USA/KTM of Fort Worth/Duralube/MSR/Super B Fuels-backed Dean Lane was able to hold off a late race charge from Clay Hoenshell.

For the second time this season, the Texas Cross Country Series visited the bluffs of the Red River on the Oklahoma border. The track was laid out completely different from the first race, utilizing more of the woods, bluff trails, and enduro trails. The big factor for this race was the temperature and humidity index, which sweltered well above 100 degrees and slowed all but the most physically-conditioned racers. The heat kept a few riders away, as only 299 riders were entered for the 50-mile contest. With an eight mile loop, the big bikes ran six laps with the mini bikes and women running three.

By mid-afternoon, the heat was becoming unbearable. Steve Mack led the Pro class pack through the first few turns with Hoenshell and Lane in tow. Lane made quick work of both his rivals and pulled into a comfortable lead by mid-race. Mack held off Hoenshell well into the second lap, but by lap three, Hoenshell had the track dialed. Mack began to fall out in the heat and Hoenshell began closing in on Lane.

Going into the last lap, it was a tight race. Hoenshell made a pass, but Lane was able to get back around. Riding wide, Lane held off the former-motocrosser to the finish. With the bikes wheel to wheel, this was the closest finish of the year.

"It was a lot closer than I would have liked", said Lane of Hoenshell's late-race charge. Jeremy Fipps usually runs hard but has trouble finishing a race, as he either crashes or trashes his bike. Today, though, Fipps put in a consistent performance that earned him third place money, equaling his best finish in the Pro ranks.

The Expert Overall was no contest with Gary Benton powering his 250cc Yamaha around the physical track in record time that would have earned him third place in the Pro class. Second overall fell to Open class rider Mike Abbott, who, likewise, dominated his class by minutes. Adrian Jacobs held off Brent Shaw for second in the 250cc Expert class and third overall. Shaw was fourth overall. Fifth overall went to Darryl Smith in the Over 30 Expert class, who outlasted Mark Childre for the class win.

Results

PRO: 1. Dean Lane (KTM); 2. Clay Hoenshell (Suz); 3. Jeremy Fipps (Hon); 4. Jackie Liddell (Yam); 5. Jimmy Wilson (Hon).

250 EX: 1. Gary Benton (Yam); 2. Adrian Jacobs (Yam); 3. Brent Shaw (Yam); 4. Erik Neilsen (Yam); 5. Bobby Southard (Hon).

200 EX: 1. Tom Robinson (Kaw); 2. Eddie Linn (Kaw); 3. Darryl Pritchett (Kaw); 4. Mark Wall (Yam); 5. Neil Devasher (Kaw).

250 INT: 1. Frank Frazier (Yam); 2. John Giacommetto (Kaw); 3. David Sellers (Hon); 4. Robert Andrews (Kaw); 5. Blake Silva (Yam).

+45 INT: 1. Bob Ballard (Kaw); 2. Kerry Foster (Kaw); 3. Skip Gove (Yam); 4. John Miera (Kaw); 5. Donald Cannon (Hon).

OPEN AM: 1. Russ Clark (Ktm); 2. Billy Dasinger (Hon); 3. Bill Wright (Kaw); 4. Paul Otto (Ktm); 5. Robert Smith (Hbg).

125 AM: 1. Todd Gleason (Hon); 2. Tobi Fisk (Suz); 3. Scotty Sims (Kaw); 4. John Powers (Hon); 5. Richard Dux (Kaw).

+45 AM: 1. Millard Barnes (Suz); 2. Ted Kerico (Hon); 3. Rick Langford (Yam); 4. Dale Little (Kaw); 5. John Davenport (Kaw).

EXP O/A: 1. Gary Benton (Yam); 2. Mike Abbott (Yam); 3. Adrian Jacobs (Yam); 4. Brent Shaw (Yam); 5. Darryl Smith (Yam).

+30 EXP: 1. Darryl Smith (Yam); 2. Mark Childre (Ktm); 3. Jim Jacobsen (Hon); 4. John Cartwright (Kaw); 5. David Smith (Kaw).

125 EXP: 1. Oliver Benetis (Hon); 2. Glen Boyett (Yam); 3. Joseph Houghton (Hon); 4. Chuck Carlin (Hon); 5. Jamie Lamance (Hon).

+30 INT: 1. Wally McKinnon (Yam); 2.Norbert Gromelski (Kaw); 3. Jeff Wilson (Yam); 4. Carl DeJarneatt (Kaw); 5. Larry Zimmerman (Hon).

4-STRK: 1. Lorenz Wilkinson (Kaw); 2. Courtney Christian (Hon); 3. David Siano (Hus); 4. David McKelvey (Hon); 5. Mark Lamb (Hon).

250 AM: 1. Jody Wall (Kaw); 2. Mike Toberman (Yam); 3. Don Henson (Kaw); 4. Darren Voth (Ktm); 5. Russell Weeks (Hon).

+30 AM: 1. Danny Burford (Yam); 2. Ronny Donald (Hon); 3. Michael Ramsey (Kaw); 4. Rick Brightwell (Ktm); 5. Hank Weishuhn (Yam).

MINI EX: 1. Bo Baker (Kaw); 2. Mark Weeks (Hon); 3. Jason Childre (Hon); 4. Aaron Gay (Yam); 5. Chris Brannon (Kaw).

OPEN EX: 1. Mike Abbott (Yam); 2. Brent Nalley (Kaw); 3. Cal Burch (Hon); 4. Todd Gleaves (Ktm); 5. Bert Reynolds (KTM).

+38 EXP: 1. Sam Baker (Hon); 2. Rick Hillhouse (Hon); 3. John Krawczyk (Ktm); 4. Chuck Howard (Yam); 5. Dan Burch (Hon).

+45 EXP: 1. Loyd Morgan (Yam); 2. Gene Pannell (Yam); 3. Bill Fleming Sr. (Yam); 4. Freddie Dejarneatt (Yam); 5. Larry Perry (Yam).

+38 INT: 1. John Deans (Kaw); 2. Randy Hamlin (Yam); 3. Jim Everheart (Yam); 4. Mike Mitchell (Kaw); 5. James Martin (Yam).

AM O/A: 1. Jody Wall (Kaw); 2. Mike Toberman (Yam); 3. Todd Gleason (Hon); 4. Don Henson (Kaw); 5. Kurt Gailey (Kaw).

200 AM: 1. Kurt Gailey (Kaw); 2. Shane Pace (Kaw); 3. Travis Rathbun (Kaw); 4.Scottie Crutchfield (Kaw); 5. Dwayne Violet (Kaw).

+38 AM: 1. Dale Ash (KTM); 2. Wayne Williams (Kaw); 3. Mary Ballard (Kaw); 4. Thomas Moore (Yam); 5. Garth Campbell (Kaw).

WMN EX: 1. Serina DeJarneatt (Yam); 2. Cynthia Weeks (Kaw); 3. Lisa Scherer (Suz).

MINI AM: 1. Shane Gove (Kaw); 2. Josh Craddock (Yam); 3. Eric Hillhouse (Kaw); 4. Jeremy Weeks (Kaw); 5. Adam Little (Kaw).

WMN AM: 1. Sylvia Langford (Yam); 2. Leslie Finnegan (Hon); 3. Sherry Mullins (Kaw); 4. Ann Buffington (Hon); 5. Kristi Lane (Kaw).

BEG: 1. Cecil Parker (Hon); 2. Michael Losinski; 3. Jeff Armstrong; 4. Mark Richardson.

Hess does it at Reddy Hole XC

By Mary Jackson

IVOR, VA, JUNE 13

Havoline/Bare Bros./Oury/Tsubaki/Neely Racing-sponsored Brian Hess claimed his fourth overall victory of the season at the Reddy Hole Cross Country.

Roland King was fastest off the line, but quickly lost the lead to Hess, who passed him in an inside curve. With only 33 seconds between he and King on the first lap, Hess picked up the pace and by the third lap had put over two minutes between himself and his competitor. King kept up the pace and didn't let Hess have a chance to slow down and relax while riding the 44-mile track.

At the start of the 250cc A class race, Mark Allman was first into the woods, followed by Darrell Allman, Rick Romans and Mike Romans. It was a battle between the Romans brothers for the first two laps. At the start of the second lap, George Greer had moved up from sixth to second. But early on the fourth lap, Greer moved up to claim first, leaving second to Romans and third to Allman.

Results

O/A: 1. Brian Hess (Kaw).

AA: 1. Roland King (Suz); Andrew Williams (Kaw).

0-200 A: 1. Tony Lambert (Suz).

250 A: 1. George Greer (Hon); 2. Rick Romans (Suz); 3. Mark Allman (Kaw); 4. Eddie Young (Hon); 5. Morris Gill (Hon).

500 A: 1. Phillip Doyle; 2. Montie Orr; 3. Luther Barden; 4. David Berry; 5. Kevin Campbell.

VET A: 1. Danny Morrison (Kaw); 2. R.J. Faddis (Hon); 3. Darryl Campbell (Yam); 4. Perry Hodges 5. Gil Griggs (Suz).

0-200 B: 1. David Erickson (Kaw); 2. Daniel Morrison (Kaw); 3. Larry Lewis; 4. Ron Thompson; 5. David Clark.

250 B: 1. Ashley Hall (Kaw); 2. Timmy Mitchell (Yam); 3. Scott Elinger (Hon); 4. Paul Sandridge (Yam).

500 B: 1. Eddie Minx; 2. Tracy Crawford (Ktm); 3. Greg Falls (Hon); 4. Rusty Hudnall (KTM).

VET B: 1. Don Hall; 2. Roger Arnold; 3. Ray Ryan; 4. Robin Peltier; 5. Bobby Wilt.

0-100: 1. Jason Greer (Hon); 2. James Bennett (Kaw); 3. Brian Bouma; 4. Chris Bagget (Suz); 5. Joshua Bell.

4-STRK: 1. Robbie Felts; 2. Joel Burgess; 3. Roger Puckett; 4. David Baldwin; 5. Lance Windley.

SR: 1. Robert Cox; 2. Grahm Kenan; 3. Bob Williams; 4. Howard Roquet; 5.Mike Forrester.

0-200 C: 1. Joe Morris; 2. David Vest; 3. Jim Lask; 4. Gary Reinhart; 5. Jim Casper.

250/500 C: 1. Ronald Ingram; 2. Kelly Allen; 3. Kevin Viars; 4. David Gage; 5. Jerry Presley.

Hansen skins 'em at Cornhusker Motocross

By Kelly Kisicki

PALMYRA, NE, JUNE 27

Trent Hansen scored the overall wins in three classes at the Cornhusker Motocross Track on a hot and sticky day.

In the opening 125cc A class moto, Hansen led the pack, but he was closely followed by Paul Hunter, Todd Ramsey, Don Wallace and Brian Taylor. Hansen, however, barely managed to hold his lead with Hunter's front tire close to his back fender until the seventh lap. With a lunge, Hansen swept ahead of Wallace, who had

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EVENTS

Tim Ferry didn't have much competition in the Pro class at the West Palm MX.

Mike Owens won the second 125cc Expert Vintage moto at Glen Helen MX.

passed Hunter in a tight curve. Taylor took over fourth from Ramsey with only two laps remaining.

The 250cc moto saw Hansen jet out of the gates and grab the holeshot, only inches away from Paul Hunter. Hunter stayed on Hansen's rear fender for the remainder of the race and gave the crowd something to cheer about. Hansen kept it up and finished first, followed by Hunter, Todd Herman, Brian Taylor and Chris Farley.

The Open Outlaw class saw Hansen grab the number one spot off the line and walk away with his third class win for the day.

Results

125 EX: 1. Trent Hansen (Hon); 2. Dan Wallace (Kaw); 3. Paul Hunter (Suz); 4. Brian Taylor (Hon); 5. Todd Ramsey (Suz).

250 EX: 1. Trent Hansen (Hon); 2. Paul Hunter (Suz); 3. Todd Hermann (Suz); 4. Brian Taylor (Hon); 5. Chris Farley (Kaw).

VET A: 1. Gary Gibbs (Hon); 2. Dale Haith (Yam).

80 EX: 1. Chad Lyle (Suz).

+40: 1. Randy Driewer (Kaw); 2. Ronald Slingsey (Hon); 3. Jame Bohl (Kaw); 4. Rodney Levson (Yam); 5. Donald Tetley (Kaw).

OPEN OUTLAW A: 1. Trent Hansen (Hon); 2. Chris Farley (Kaw); 3. Dan Wallace (Kaw); 4. Stewart Rasos (Hon); 5. Todd Herman (Suz).

NOV: 1. Brian Brinkman (Hon); 2. John Knopp (Kaw); 3. Ross Siedschlag (Hon); 4. Jay Schumacher (Kaw); 5. Richard Tracy (Hon).

125 B: 1. Rodney Badbery (Suz); 2. Tim Peterson (Suz); 3. Kevin Sherman (Hon); 4. Rob Pearce (Suz); 5. Dennis Frauendorfer (Hon).

OPEN OUTLAW B: 1. Rodney Badbery (Suz); 2. Tim Peterson (Suz); 3. Jeremy Anderson (Hon); 4. Scott Grossman (Kaw); 5. Kevin Sherman (Hon).

80 B: 1. Jason Goodwin (Kaw); 2. Sam Fhuere (Kaw); 3. Matthew Sackszheusky (Suz); 4. Dusty Blake (Hon); 5. JR. Knopp (Kaw).

60: 1. Clyde Jones (Kaw); 2. Sam Shuere (Kaw); 3. Matthew Shuere (Kaw); 4. Jared Robey (Kaw); 5. Brandon Strothkamp (Kaw).

P/W 80: 1. Jason Cerone (Yam).

VET B: 1. Mark Stites (Yam); 2. Rob Robey (Hon); 3. Randy Driewer (Kaw); 4. Richard Wittrock (Kaw); 5. Ronald Slingsby (Hon).

250 B: 1. Mark Moock (Suz); 2. Mark Stites (Yam); 3. Rob Robey (Hon); 4. John Urbanosk (Hon); 5. Scott Grossman (Kaw).

BEG: 1. Mark Mumme (Suz); 2. Curt Drake (Yam); 3. Kevin Antoniak (Kaw); 4. Mark Stevenson (Kaw); 5. Joe Feyen (Yam).

80 A: 1. Matt Gellenbeck (Kaw); 2. Jason Bugdi (Hon); 3. Chris Novak (Kaw); 4. Cyrus Tilford (Hon).

VINT: 1. Ken Lyle (Suz); 2. Gary Gibbs (Yam); 3. Craig Pohlmann (Suz); 4. John Knopp (Suz).

BOMBER: 1. Rob Goodwin (Kaw); 2. Jon Johnson (Yam); 3. Frank Blake (Hon).

P/W: 1. Allan Peterson (Yam); 2. Matthew Fhuere (Yam); 3. Ryan Lyle (Yam); 4. Matt Huffman (Yam); 5. Josh Misner (Yam).

Ferry flies in West Palm MX

By Wayne Johnson

W. PALM BEACH, FL, JUNE 26

Tim Ferry was the obvious favorite to win the Pro class at West Palm Beach Supercross Track on the South Florida Fairgrounds, and the 1992 AMA Rookie of the Year didn't disappoint.

Ferry grabbed the holeshot in his first moto and was able to hold on uncontested for an easy win in front of a very supportive hometown crowd.

The second moto started a little differently, with Chad Chancy storming out of the gate with a slight lead over Ferry going into turn one. Chancy was able to hold off Ferry for almost two laps, taking the fast lines and forcing Ferry to make a risky pass, diving under him in one of the few slow turns on the fast supercross track. Ferry immediately put distance between himself and the rest of the field, giving him time to put on a jumping exhibition for the crowd.

Results

P/W: 1. Tad Modell (Yam); 2. Skyler Mondell (Ital); 3. Shawn Fortin (Suz).

60: 1. Darren Fortin (Kaw); 2. Paul Anthony (Kaw); 3. Derrick Kain (Kaw).

80 BEG: 1. Darren Fortin (Suz); 2. Dennis P. Kelly (Yam); 3. Paul Anthony (Yam).

80: 1. Jeremy Shuttleworth (Yam); 2. Tim Bantle (Kaw); 3. Jonathan Bowman (Yam).

125 BEG: 1. John Wells (Kaw); 2. Gary Palevoda (Hon); 3. Gustavo J. Peycaza (Suz).

125 C: 1. Richard Abbott (Hon); 2. Craig V. Nugent (Kaw); 3. Chris Nichols (Hon).

125 B: 1. Jerry Knowles (Suz); 2. Chris Manning (Suz); 3. Will Batson (Kaw).

250 B: 1. Levon Buchaksian (Hon); 2. Joey Argentine (Hon); 3. Daniel Nichols (Yam).

250 C: 1. Ed Feick (Kaw); 2. Todd Dorman (Hon); 3. Mike Latino (Hon).

250 BEG: 1. Danny Mack (Hon); 2. Dean Hardy (Yam); 3. Joe Skattes (Yam).

SCHBY 11-15: 1. Jonathan Bowman (Yam); 2. Dan Newberry (Kaw).

Youth 16-24: 1. Chad Chancy (Hon); 2. Erick Claisse (Suz); 3. Will Batson (Kaw).

PRO: 1. Tim Ferry (Yam); 2. Todd Gardner (Hon); 3. Chad Chancy (Hon).

OPEN: 1. Steve Stojack (Hon); 2. Randy Lambert (Hon); 3. Ron Nelson (Hon).

25+: 1. Bryan Abet (Hon); 2. Ed Feick (Kaw); 3. Michael A. Delano (Hon).

30+: 1. Dean Dyess (Suz); 2. Preston Barlett (Hon); 3. Levon Buchaksian (Hon).

35+: 1. Jim Squire (Hon); 2. Karl Taylor (Kaw); 3. Randy Lambert (Hon); 4. Frank Campbell (Kaw).

40+: 1. Al Gardner (Hon); 2. Rich Claisse (Suz).

Windham wails at West Florida Motocross

By Neal Thomas

MILTON, FL, JUNE 20

Kevin Windham opened a five-gallon can of skill, speed, and concentration to win the Open Money class at West Florida MX Park this Saturday night.

The Team Green/Scott/Dunlop-sponsored Windham faced unusually stiff competition in the form of Kevin Knight, Eddie Kiley, Barry Weinberger, Chris Craft and others.

Super starter Sam Redmond nailed the holeshot in the first moto. However, the hungry pack -with Windham fourth - ate up his glory quickly, as a loose, sideways, and aggressive Kevin Knight took the lead on the first lap. Knight kept the lead for four credible laps. At one point, the otherwise road-racer-smooth Windham made a surprisingly brutal wheel-to-wheel pass attempt on Knight that ended up sending Windham off the track at the base of a 65-foot double. The always-competitive Knight aired it out anyway, while Windham wobbled long enough to give Knight the lead again.

It didn't take Windham long to catch Knight, whom he challenged decisively in the stadium whoops for the lead. Meanwhile, all alone in a solid third was KX500 rider Kiley. Riding the big bike well on the tight track kept him close to Knight for third at the finish.

The sprint to the checkers for fourth and fifth places saw Redmond, Barry Weinberger and Chris Craft cross the finish line fender to fender, with Craft making a long jump in an unsuccessful attempt to rob Weinberger of fifth.

In the second moto Windham scored a wire-to-wire win. Knight again claimed second and Kiley third, while Weinberger held off Craft for fourth.

Results

OPEN $: 1. Kevin Windham (Kaw); 2. Kevin Knight (Hon); 3. Ed Kiley (Kaw); 4. Barry Weinberger (Hon); 5. Chris Craft (Yam).

P/W STK: 1. Buck Hartzog (Suz); 2. Donald Pratt (Yam); 3. Blake Wartenbe (Yam); 4. Daniel Junk (Suz).

P/W MOD: 1. Jay Owsley (Kaw); 2. Danny Waldrop (Kaw); 3. Nicky Barr (Hon); 4. Buck Hartzog (Suz); 5. Lewis Welch (Yam).

80 C: 1. Drew Bursdall (Kaw); 2. Dwayne Glass (Suz); 3. Brian Young (Suz); 4. Danny Waldrop (Kaw); 5. Jay Owsley (Kaw).

80 B: 1. Johnny Davie (Kaw); 2. Brad Cannon (Kaw); 3. Ronnie Damiseal (Yam); 4. Russell Welch (Kaw); 5. Daniel Young (Kaw).

125 C: 1. Andy Smith (Kaw); 2. Joshua Pope (Hon); 3. Craig Craft (Yam); 4. Tony Mithcell (Hon); 5. Russell Welch (Kaw).

125 B: 1. Lee Johnson (Suz); 2. Brian Poggie (Kaw); 3. Ryan Fenn (Kaw); 4. Johnny David (Kaw).

250 C: 1. Johnny Branhof (Hon); 2. Byron Sheffield (Kaw); 3. Randy Bevis (Kaw); 4. Craig Pugh (Yam); 5. Ben Causton (Hon).

250 B: 1. Jim Owens (Kaw); 2. Richard Pearson (Hon).

OPEN D: 1. Buddy Miller (Kaw); 2. Tony Holston (Hon); 3. Jimmy Holston (Hon); 4. Carl Becker (Kaw); 5. John Berry (Hon).

VET C: 1. Byron Sheffield (Kaw); 2. Randy Bevis (Kaw); 3. Jason Gentry (Hon); 4. James England (Suz); 5. Jeff Jessup (Hon).

VET B: 1. John Kiley (Suz); 2. Bob Riker; 3. Jim Kennedy (Hon); 4. Benny Schundelmier (Hon).

VET A: 1. Kevin Knight (Hon).

SPTMN: 1. Trent Robinson (Hon); 2. Clay Dixon (Hon); 3. Randy Jernigan (Hon); 4. James Stankard (Kaw); 5. Kevin Blanchard (Hon).

Lillevig tops Glen Helen Vintage Motocross

By Scott Hoffinan

SAN BERNARDINO, CA, JUNE 20

Mike Lillevig overcame near disaster to capture the overall win in the +30 Expert class during round two of the AHRMA SoCal Series, held at Glen Helen OHV Park.

At the start of the +30 Expert and Amateur combined start, Lillevig quickly showed the competition that he would be the man to beat. Lillevig wasted little time and started to pull away from the pack. Rick Lundgren, the second-place expert, was back in sixth overall after suffering from a poor start. Lundgren slowly started to work his way through Amateur class riders but his charge was in vain, as Lillevig had pulled a huge lead by this time.

Lillevig crossed the finish line unchallenged. Lundgren had managed to work his way past the slower riders except for the first and second place +30 Amateur class riders, Ken Greene and Michael Grove.

At the start of the second moto it looked like a carbon copy of the first race for Lillevig. Lillevig again pulled the holeshot and led the pack around the hilly Glen Helen track. Lundgrin was again plagued by a poor start and found himself in ninth place behind the pack of Amateur riders.

As the laps progressed, it tooked like a one-rider race until the last lap. Amateur rider, Greene, had worked his way through the pact to follow Lillevig on the last lap. Lillevig was ready to cruise in for his second victory when the unthinkable happened.

"The spark plug cap came off half way through the last lap," said Lillevig.

Lillevig quickly realized the problem and got his bike moving in no time. Greene squeezed by after Lillevig's mistake and crossed the finish line first to grab the moto win. Lillevig held on to finish the moto in second, and still managed to grab the overall win in the Expert class.

Regular CRC classes were also run, and at the start of the first 250cc Novice moto, Tim Laster quickly jumped out to an early lead while Jimmy Deever and Danny Bushey held onto the runner-up spots during the opening laps. While Laster held onto his comfortable lead out front, the back markers started to swap positions. Suffering from a poor start, Andy Holbak began a charge to the front of the pack. Holbak first picked off Bushey and then made his move on second place rider Deever. Holbak grabbed the second spot on the second lap and by this time was making up ground on the leader. Laster started to feel the pressure of Holbak knocking at his door, but before Holbak could make a move for the lead his bike broke.

"The throttle just broke off when I landed off the jump," said Holbak.

With Holbak out of the race, Laster's lead was again stretched for the time being. As the race progressed, Deever reeled in the leader and started to apply some pressure. Laster started to feel Deever breathing down his neck and began to push himself to the limits. Laster repeatedly looked as if he was about ready to take some soil samples, but managed to pull it off time after time. Even with the wild riding tactics of Laster Deever was not able to grab the lead.

"I didn't get tired." said Deever. "Seems like I was a little low on power."

At the finish, Laster and Deever crossed the line well ahead of third place rider Bushey.

In the second moto, Laster again pulled the holeshot and quickly took control of the lead. Bushey and Brett Bennett fell into the runner-up spots in the opening moments of lap one. Deever, who ran in third, quickly leap-frogged into the second spot by the end of the first lap. Deever kept up his drive by closing the gap on the leader. Deever knew if he wanted the win a move for the lead would have to be made early. Deever moved within striking distance of the leader and began to apply pressure, but anxiety got the best of him and he stalled his bike. He rapidly got under way again only to see Laster in the distance.

Deever managed to re-close the gap between himself and Laster, but time had run out and the checkered flag was thrown. Bushey held on to grab the third spot at the finish.

Results

125 VINT NOV: 1. Paul Dachene (Yam); 2. Armed Clawson (Kaw).

125 VINT AM: 1. Hugh Blakla (Hon); 2. Bill Clem (Hon); 3. Frizby Sealy (Hon); 4. Randy Perkins (Kaw); 5. Bryan Davis (Hon).

125 VINT EX: 1. Brock Sutter (C-A); 2. Scott Davis (Hon); 3. Mike Owens (Hus); 4. Mike Lillevig (Hon).

250 VINT NOV: 1. Allen McKay (Hus).

250 VINT AM: 1. John Lundgren (Bul); 2. Frizby Sealey (Hon); 3. Ronald Harrison (Hon); 4. John Leeever (Hus); 5. Mark Thome (Hon).

250 VINT EX: 1. Brock Sutter (C-A); 2. Rick Lundgren (Hus); 3. Mike Lellevig (Yam).

500 VINT NOV: 1. Steve Fish (CZ); 2. Allen McKay (Hus); 3. John Dwyer (Hus).

500 VINT AM: 1. John Lundgren (Bul); 2. Craih Spurney (CZ); 3. Charlie Beck (Mai); 4. Michael Grove (Kaw); 5. Gary Elghoff (Yam).

500 VINT EX: 1. Mike Lillevig (Mai).

PRE-L/W VINT NOV: 1. Bill Samstag (Gre).

PRO L/W II VINT NOV: 1. Bill Samstag (Gre); 2. Phil Benedict (Oss); 3. Verne Elmore (Oss).

PRE-L/W II VINT EX: 1. Mike Owens (Hus).

SPT OPEN TWIN VINT AM: 1. Terry "Give it up" Pratt (Tri).

SPT OPEN TWIN VINT EX: 1. Jack Aspus (BSA).

+30 VINT OV: 1. Keith Lunas (Oss).

+30 VINT AM: 1. Ken Green (CZ); 2. Michael Grove (Kaw); 3. Hugh Blackla (Hon); 4. Bryan Davis (Hon); 5. David Fisher (Kaw).

+30 VINT EX: 1. Mike Lillevig (Mai); 2. Rick Lundgren (Hus).

+40 VINT AM: 1. Vic Curti (Oss); 2. Gary Elghoff (Hon); 3. Terry Pratt (Tri); 4. Tim Clark (Oss).

+50 VINT NOV: 1. Jim Cook (CZ); 2. Brown Keiflf (Bul).

+50 VINT AM: 1. Dennis Tooman; 2. Steve Pyle (Yam); 3. Ron Clawson (Mai).

P/W A: 1. Kyle Barden (Yam); 2. Nathan Pamintuan (Yam).

P/W B1: 1. Matthew Clark (Yam); 2. Billy Bloon (Yam); 3. Troy Tittlemier (Yam); 4. Eric Hunter (Yam).

P/W B2: 1. Vincent Rhoads (Yam); 2. Travis Barden (Yam).

P/W MOD: 1. Blake Mitchell (Yam).

60 0-8: 1. Blake Mitchell (Kaw); 2. Daryl Ecklund (Kaw); 3. Shane Smith (Kaw).

80 BEG: 1. Shawn Mitchell (Kaw); 2. Dennis Wyman (Yam); 3. Chris Thompson (Kaw); 4. Kevin Townsend (Yam); 5. Jay Schreffler (Yam).

80 NOV: 1. Jake Gribbon (Yam); 2. Tyson Taylor (Yam); 3. Jason Dubin (Suz).

80 INT: 1. Chris Neitzel (Kaw); 2. Tony Green (Kaw).

125 BEG: 1. Mike oDom (Hon); 2. Larry Cole (Hon); 3. Jamie Pamintuan (Suz); 4. Tim Valdez (Hon); 5. Cole Townsend (Kaw).

125 NOV: 1. Jason Wood (Suz); 2. Alan Kadlel (Kaw); 3. Shawn Dulmage (Suz); 4. Mike Crosby (Kaw); 5. Terrance Malan (Suz).

125 INT: 1. Chip Rotan (Kaw).

250 NOV: 1. Tim Laster (Yam); 2. Jimmy Deever (Yam); 3. Danny Bushety (Suz); 4. Brett Bennett (Yam).

250 INT: 1. Tracy Asher (Suz); 2. Rob Dunham (Yam); 3. Joe Fernandez (Yam).

PRO: 1. Lex Malan (Suz); 2. Rob Drew (Yam); 3. Peter Ware (Suz).

500 NOV: 1. Tom Holmes (KTM); 2. John Tookry (Kaw); 3. Jason Mollohan (Hon).
500 INT: 1. Gary Elguff (Yam).
500 PRO: 1. Ken Neitzel (Kaw); 2. Josh Kean (Hon).
JR VET BEG: 1. John Stitch (Hon); 2. Lee Saul (Cag); 3. Ernie Kopasz (Yam).
JR VET NOV: 1. Jerry Jackson (Suz).
JR VET INT: 1. Scott Murphy (HuS).
JR VET EX: 1. Scotty Walker (Kaw).
VET BEG: 1. Tim Mitchell (Kaw); 2. Ron Eikenbary (Yam); 3. Johnny Padilla (Hon); 4. Ed Hand (Kaw); 5. Remy Pamintuan (Suz).
VET NOV: 1. Eddie Hatch (Yam); 2. Sergio Miranda (KTM); 3. Alex Spinali (Yam); 4. Ron Northrup (Suz); 5. Chris Craft (Suz).
VET INT: 1. Jerome Gibson (Hon); 2. Fred Nichols (Hon); 3. Leo Soul (Hon).
VET EX: 1. Scotty Walker (Kaw); 2. Randy Tittlemeyer (Suz).
SR NOV: 1. Denny Warner (Yam).
SR INT: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam); 3. Gary Elghoff (Yam).
SR EX: 1. Tom Holmes (KTM).

Smith smokes to Bounty Hunter Motocross victory

By Tom Prichard

LOS BANOS, CA, JUNE 26

Butch Smith made a triumphant return to the Los Banos Fairgrounds by taking his sixth Bounty Hunter Series main event win out of seven appearances. With hundreds of dollars up for grabs, the field of 10 Pros who qualified were all trying to stop Smith and put another name in the winner's circle. But in the three-week break between the first half of the series and the start of the second, Smith appeared to have gotten even stronger and was again in first place when the checkered flag came out.

The Bounty Hunter race takes the top qualifying Pros in all classes and lines them up in a single- file start for a 16-lap race. The fastest qualifying moto winner is put in the back and the rest of the riders are lined up according to how they finished overall in their classes. Passing money is paid to add incentive. A unique feature is that the promoter auctions the riders off to the crowd before the race and the pot is split between the winner and the spectator who bought him, adding even more money to the purse.

As the riders flew off for the start of the main event, it was obvious that Smith was ready, moving from an eighth-place start to fifth before the first lap was completed. Pat Bennett, who qualified ninth, had parked on Smith's rear fender and appeared ready to make a move. Then, on lap two, going into a fast right-hand sweeper, Bennett slid out and dropped all the way back to last. Nathan Woods was in the lead and pulling away for the first three laps before being overtaken by a charging Jon Nicolaus. Nicolaus enjoyed the lead for less than two laps before Smith moved in and took it away. Smith had been steadily picking off riders for the first six laps and took the lead by taking away the line of Nicolaus going into the underpass.

Once into the lead Smith immediately started to pull away, leaving Nicolaus to battle with Pestana, who had also been cutting through the pack and moving up quickly. Pestana wasted less than a lap before he managed to get around Nicolaus and start closing on Smith. Smith had built up a nine-second lead and Pestana was closing at a rate of over a second a lap. For three laps Pestana closed, then, only four seconds behind the leader, he slid out. In the turn before the finish tabletop, Pestana had been going high and using the berm to set him up for the finish line. This time he went low with a little too much speed and lost traction, winding up on the ground. Before he could remount, both Rusty Holland and Bennett were able to get by.

When the white flag came out, Holland and Bennett turned it up a notch and began to catch the leader. In the midsection of the track, Bennett cut under Holland and took over second. With less than half a lap to go, Bennett poured it on and closed to within five bike lengths of Smith at the checkered flag.

Results

O/A: 1. Butch Smith (Hon); 2. Pat Bennett (Suz); 3. Rusty Holland (Suz); 4. Jeff Pestana (Hon); 5. Keith Mayes (Kaw).
P/W STK BEG: 1. Broc Owens (Yam); 2. Jack Van Camp (Yam).
P/W STK NOV: 1. Cory McDaniel (Yam); 2. Nick Davis (Yam).
P/W MOD BEG: 1. Jeffrey Stark (Yam).
60 (0-8) BEG: 1.Broc Owens (Kaw).
60 (0-8) NOV: 1. Sidney Burrows (Kaw).
60 (9-11) BEG: 1. Aaron Casados (Kaw); 2. Brian Burson (Kaw).
60 (9-11) NOV: 1. Randy Norman (Kaw); 2. Ryan Morris (Kaw); 3. Christopher Loredo (Kaw).
XR 80: 1. Brenda Burson (Hon).
80 BEG: 1. Chris Dias (Kaw); 2. Brandon Bhelton (Kaw); 3. Brody Feuerhaken (Kau); 4. Peter Dutton (Yam); 5. Tim DeCoste (Yam).
80 NOV: 1. Dennis Stapleton (Kaw); 2. Aaron Braker (Kaw); 3. David Boothe (Hon); 4. Auggi Rodriguez (Yam); 5. Jeff Barchard (Yam).
80 INT: 1. Jess Medley (Hon); 2. Tyler Evans (Hon); 3. Craig Truglio (Kaw); 4. Robert Blake (Yam).
125 BEG D-1: 1. Danny Derwingson (Suz); 2. Ryan Boothe (Hon); 3. Brandon Dahl (Kaw); 4. David Meyer (Kaw); 5. Leo Tiduell (Hon).
125 BEG D-2: 1. Bryan Gill (Yam); 2. David Nichols (Kaw); 3. Steven Sohl (Kaw); 4. Jesse Correia (Suz); 5. Matt Walker (Suz).
125 NOV: 1. Carl Baker (Kaw); 2. Glen Murmtta (Suz); 3. Chris McCallie (Hon); 4. Cory Morais (Kaw); 5. Andy Battle (Suz).

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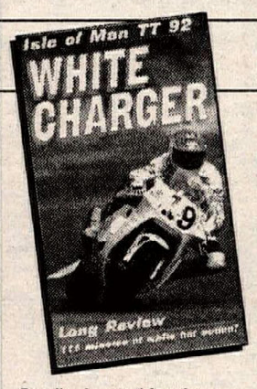

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In a year of double victories, Phillip McCallen (Honda) and Geoff Bell/Keith Cornbill (Yamaha sidecar) achieved maiden victories, while Brian Reid (Yamaha) added a further brace of wins to his name. TT master Joey Dunlop only achieved a single victory, but that was enough to take him into the annuals of TT history as a 14-time winner.

It was a year that British bike fans will long savor thanks to a British victory in the Senior TT for the first time for over 30 years. Steve Hislop on his all-white Abus Norton rekindled memories of the glory days of Manx Nortons and Mike Hailwood with a four second win over Carl Fogarty (Yamaha). Not that Fogarty was any slouch - he set a new outright record at 123.61mph on the last riveting, nail-biting lap!

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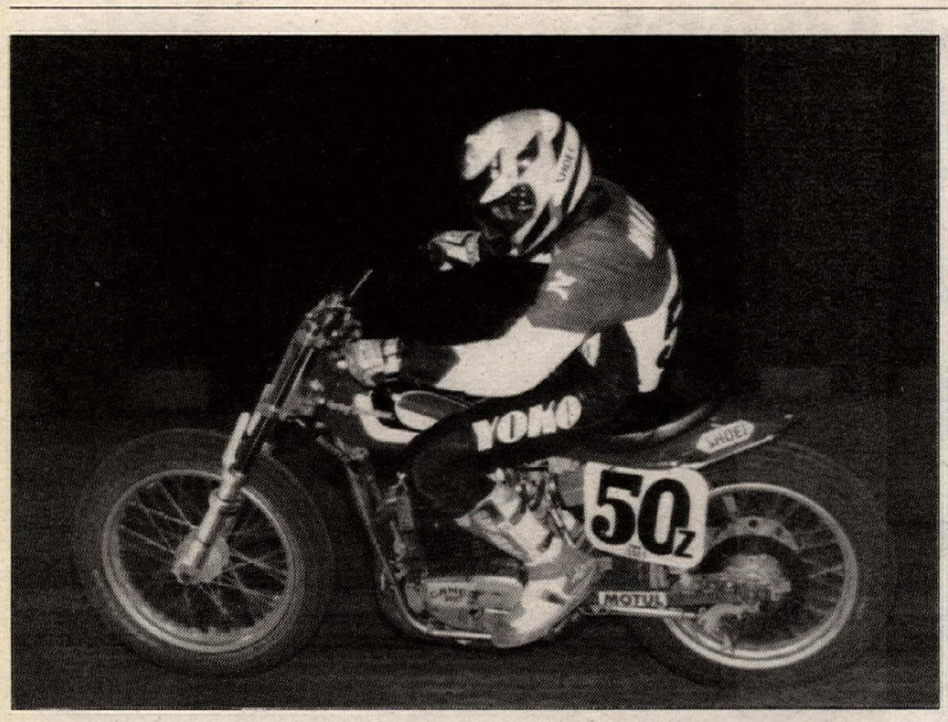
EVENTS



Matt Wait sped to impressive wins in three separate classes at the Plymouth Short Track.

Darren Graveel (51) and Steve Hill (174) slugged it out in LACR's Vet Beginner class.

125 INT: 1. Nathan Woods (Hon); 2. Dennis Springs (Suz); 3. Ben Vitale (Hon); 4. Jason Jenkins (Hon); 5. Jimmy Scott (Suz).

125 PRO: 1. Jeff Pestana (Hon); 2. Butch Bmith (Hon); 3. Pat Bennett (Buz); 4. Aaron Cantrelle (Suz); 5. Rusty Holland (Suz).

250 BEG: 1. Jerry Marson (Hon); 2. Toby Garcia (Suz); 3. Dave Goddard (Hon); 4. Bcott Heywood (Suz); 5. Travis Hill (Kaw).

250 NOV: 1. Steve Kyramarios (Yam); 2. Jake Anderson (Kaw); 3. Gary Paden (Yam); 4. Arlyn Esau (Hon); 5. Art Beverleigh (Kaw).

250 INT: 1. Dennis Kritzer (Yam); 2. Keith Mayes (Kaw); 3. Craig Humphrey (Suz).

250 PRO: 1. Pat Bennett (Suz); 2. Rusty Holland (Suz); 3. Pat Gomm (Yam); 4. Jon Nicolaus (Hon); 5. Jeff Pestana (Hon).

500 BEG: 1. Mark Blackbourn (Kaw); 2. Brian Dean (Hon); 3. Robert Jaeger (Hon).

500 NOV: 1. Gene Young (Kaw).

25-29 BEG: 1. David Ball (Hon).

26-29 NOV: 1. Frank Dittman (Kaw); 2. Todd Frontella (Kaw).

25-29 INT: 1. Hark Clark (Kaw).

VET NOV: 1. Gary Plaatje (Yam); 2. David Headersori (Suz); 3. Scott Wright (Kaw); 4. Shane Wright (Yam).

VET INT: 1. Gregg Dungan (Hon); 2. Jerry Wohlgemuth (Hon); 3. Dave Zollo (Kaw); 4. Allan Decker (Suz).

O/T NOV: 1. Carter Powell (Kaw).

OTHG BEG: 1. Philip Hulme (Hon); 2. Brett Alcala (Suz); 3. Mark Alverez (Hon); 4. John Crinager (Hon); 5. Ann Terry (Suz).

OTHG NOV: 1. Ralph Collins (Kaw); 2. Jim Phillips (Hon); 3. Don Carver (Kaw); 4. Tim Hagberg (Hon).

OTHG INT: 1. Russell Morris (Kaw); 2. Bob Clark (Hon); 3. Scott Creaser (Hon); 4. Jon Hansen (Hon); 5. Ed Cavanaugh (Kaw).

OTHG EX: 1. Glen Wilkins (Hon); 2. Mark Multiner (Kaw).

Alexander, Clarke ace Tecate 250

By Tony Tellier

BAJA CA, MEXICO, JUNE 26

The Kawasaki-mounted duo of John Alexander and Errol Clarke broke the three-race win streak of Bob Surmon - who was teamed with Jeff Craig - at the Baja Promotions Gran Carrera de Tecate.

While Alexander led for most of the 250-kilometer high-desert event, Surmon was able to take the lead at the seventh checkpoint (out of nine). Clarke was, however, definitely unwilling to simply ride in Surmon's dust just because of a long pit, and made up over three minutes in the final 25 miles for the overall win, averaging 43.3 mph.

The course started on the outskirts of Tecate - past the brewery - and wandered through the lush vineyards of Valle Los Palmas until it reached the rock-strewn manzanita and live oak plains. It featured trails that were both blinding fast and "Tecate Enduro" rough. The finish - and race headquarters - was located at the rustic Rancho Santa Veronica resort.

Ruddy Romero joined forces with Tim Morton in the Limited (200cc) Pro class, but problems with the KX125 relegated them to second behind Martin Gonzalez and William McClintock's CR125. Gonzalez' 125 was the fastest bike over the first 30 miles of farm road.

The three-man Buzzards M.C. team (Matt Meierbachtol, Steve Stevens and Kevin Ross) fell on hard times when second-section rider Stevens hit a van on the course and suffered a cracked bone in his right foot. Radio reports hinted that there was damage to the KDX, so the team was prepared for wrenching - not a rider swap.

Stevens' slower pace over the 20 miles may have aided in allowing the KX250 team of Ron Mitchell and Chip Morton to escape with the Open class and Overall Sportsman crown. (Morton rode in the Sportsman division so as not to interfere with Surmon's protracted run for the Pro points. In fact, the Buzzards moved into the lead with only Ensenada and San Felipe races left.)

The CR500-mounted Arizona team of Harold Bliss and Leif Bymoen was seven minutes behind and certainly not without its troubles, as Bliss bent the front rotor on one of the many rocks that punctuated the course. "Then the rotor started dragging on the caliper and got it real hot. Whenever I hit the brakes it was super-spongy."

Brian Salley and Craig Freeman easily took the Veteran class over local hero Oscar Hale.

Results

PRO OPEN: 1. John Alexander/Errol Clarke; 2. Bob Surmon/Jeff Craig.

PRO LTD: 1. Martin Gonzalez/William McClintock; 2. Ruddy Romero/Tim Morton.

SPTMN OPEN: 1. Ron Mitchell/Chip Morton; 2. Harold Bliss/Leif Bymoen.

SPRTMN LTD: 1. Matt Meierbachtol/Steven Stevens/Coy Pearson/Kevin Ross; 2. Luis Bello/Roberto Rosas.

SPTMN VET: 1. Brian Salley/Craig Freeman; 2. Oscar Hale.

Wait wins Plymouth ST

By Gordon Lunde, Sr.

PLYMOUTH, WI, JUNE 11

Matt Wait did not wait around for the other competitors in the 883 class at the Fourth Annual AMA District 16 JP Promotions short track event.

Wait went on to win the Open Pro class in a runaway victory. Steve Kasten briefly held the front spot but Wait quickly dispatched the Honda rider. JDW Masonry/Mitchell's Modesto H-D/Chris Carr Racing/Stubb's Pro Tow/Yoko/Lefty's Machine/Shoei/SCP Motorcycle/Jorgy's MC/Big "O" Tire-sponsored Wait cruised ahead. Meanwhile, a good battle raged between Steve Champine, Brett Byer and Kasten. Jim Sumner, after a poor start, worked his way up and passed Kasten for fourth.

The JP Promotions/Van Beek H-D/Suburban H-D/Mischeler's H-D-sponsored Dash for Cash was almost too close to call. Steve Kasten led for four-and-three-quarters laps of the five-lap race. Wait, Champine, and Beyer fought hard for second. On the last lap, Wait pulled alongside Kasten in turn four and just got by at the line.

Results

50: 1. Justin Statz; 2. Corey Strom; 3. Mark Zeidler; 4. Blake Young.

AM VINT: 1. Wade Camlin; 2. Matt George; 3. Steve Bricker; 4. Mike Petri.

AM SR: 1. Don Krusinki; 2. Clarence Rupnow; 3. Augie Eller; 4. Dave Mengo.

250 AM: 1. J.R. Schnabel; 2. Chris Wynveen; 3. Brian Zurn; 4. Rich Bretl.

OPEN AM: 1. Art Mischeler; 2. Dan Murre; 3. Steve Captain; 4. Scott Mack.

883 PRO: 1. Matt Wait; 2. Don Paul; 3. Mike Duvall.

250 PRO: 1. George Istuanek; 2. Curt Knitt; 3. John Dillenberg.

500 PRO: 1. Bob Ybema; 2. Steve Kasten; 3. Mike Bertram; 4. Dave Cartwrite.

OPEN PRO: 1. Matt Wait; 2. Steve Champine; 3. Bret Reyer; 4. Jim Sumner; 5. Steve Kasten.

American Flyers top Blackhawk Road Race

By Gordon Lunde, Sr.

ROCKTON, IL, JUNE 6

Teammates Todd Harrington and Mike Murphy garnered six victories in AMA/CCS events at Blackhawk Farms Raceway.

Harrington rode to victories in Solo GTO and GTU, as well as Middleweight GP.

Honda F-2 mounted Mark Erickson jumped to the lead in Middleweight GP over Glenn Curtiss, Doug Farrar and Harrington. By lap two, Harrington had moved into second and had his eye on Erickson. Ending lap three, Harrington moved by and pulled away, leaving Erickson to battle for second with Curtiss the rest of the race. Curtiss got a gap late in the race and held on for second.

Brad Dunkel grabbed the lead in the Unlimited GP, with Paul Van Der Heyden and Shawn Conrad following. By lap two, Murphy had moved into third from his fifth-row starting spot. On lap three, Murphy was in second and on lap four he was in the lead and 1.93 seconds up on Dunkel.

While Murphy was busy up front, Harrington was working his way through traffic from a bad start. Murphy was turning laps in the high 1:16 range, but Harrington was closing the gap at almost a half second per lap. On lap six, Harrington was chasing Murphy for the lead.

Two laps later, the pair were wheel to wheel, with Murphy crossing the line first until the white flag. The two continued to battle, swapping the lead until only half a lap remained. Murphy put his head down for the race to the checkers, and notched the win.

Results

U/L GP: 1. Mike Murphy (Hon); 2. Todd Harrington (Hon); 3. Brad Dunkel (Kaw); 4. Paul Van Der Heyden (Hon); 5. Shawn Conrad (Hon).

U/L S/SPRT: 1. Andrew J. Deatherage (Hon); 2. Chuck Heying (Hon); 3.Tom Girard (Hon); 4. Brad Dunkel (Kaw); 5. Greg Hutcheson (Hon).

H/W S/BK EX: 1. Mike Murphy (Hon); 2. Brad Dunkel (Kaw); 3. Robert C. Maister (Suz); 4. Mike Karm (Kaw); 5. John E. Murphy (Kaw).

H/W S/BK AM: 1. Dane R. Whaley (Yam); 2. Bradley J. Zajic (Hon); 3. William A. Tracy, III (Hon); 4. Todd Evans (Hon); 5. Bryant Soberg (Hon).

H/W S/SPRT EX: 1. Brad Dunkel (Kaw); 2.Robert C. Maister (Suz); 3.Mike Karm (Kaw); 4. Derek Struye (Suz); 5. Paul A. Van Der Heyden (Hon).

H/W S/SPRT AM: 1. Bradley J. Zajic (Hon); 2. Bryant Soberg (Hon); 3.Dennis Debuhr (Hon); 4.William A. Tracy III (Hon); 5. Scott Herbst (Hon).

H/W S/TW EX: 1. Billy J. Fehrman (Kaw); 2.Dave Moon (Duc); 3. Geoff Mellinger (Duc); 4.Chris Helland (Duc); 5. Kris A. August (Hon).

H/W S/TW AM: 1. Sean Ninneman (Hon); 2.Eric A. Kemsuzian (Kaw); 3.Bill Carpenter (Yam); 4. Gregg Foster (Hon); 5. Joe Skala (Kaw).

M/W GP EX: 1. Todd Harrington (Hon); 2.Glenn Curtiss (Hon); 3. Mark Erickson (Hon); 4. Rick Breuer (Hon); 5. Tom Girard (Hon).

M/W GP AM: 1. Dane R. Whaley (Yam); 2. Bryant Soberg (Hon); 3. Daniel G. Fischer (Yam); 4. Bradley J. Zajic (Hon); 5. William A. Moon (Yam).

M/W S/BK EX: 1. Mike Murphy (Hon); 2. Rick Breuer (Hon); 3. Paul A. Van Der Heyden (Hon); 4. Tom Girard (Hon); 5. Mark Erickson (Hon).

M/W S/BK AM: 1. Jason Brookshaw (Hon); 2. Dane R. Whaley (Yam); 3. Bradley J. Zajic (Hon); 4.Bryant Soberg (Hon); 5. William A. Tracy, III (Hon).

M/W S/SPRT EX: 1. Rick Breuer (Hon); 2. Paul A. Van Der Heyden (Hon); 3. Tom Girard (Hon); 4. Shawn Conrad (Hon); 5. Mark Erickson (Hon).

M/W S/SPRT AM: 1. Jason Brookshaw (Hon); 2. William A. Tracy, III (Hon); 3. Bradley J. Zajic (Hon); 4. Daniel G. Fischer (Yam); 5. Bryant Soberg (Hon).

L/W GP EX: 1. Michael D. Hunter (Yam); 2. Rodney C. Antrim (Yam); 3. David J. Doe (Yam); 4. Stephen M. Lammers (Yam); 5. Daniel Slattery (Yam).

L/W GP AM: 1. Eric M. Bleed (Yam); 2. Matt Dahm (Yam); 3. Jason Wengel (Yam); 4. Gregg Foster (Hon); 5. Bill Carpenter (Kaw).

L/W S/BK EX: 1. David J. Doe (Yam); 2. Brian Conley (Yam); 3. Chris Foskett (Yam); 4. Patrick D. Ryder (Kaw); 5. Michael Lower (Yam).

L/W S/BK AM: 1. Eric M. Bleed (Yam); 2. Matt Dahm (Yam); 3. Sven Bley (Hon); 4.Tracey W. Turner (Yam); 5. Jason Wencel (Yam).

L/W S/SPRT EX: 1. Brian Conley (Yam); 2. Brook Z. Anthony (Yam); 3. Timothy J. Galvez (Yam); 4. D. Scott Brown (Yam); 5. Patrick Brown (Yam).

L/W S/SPRT AM: 1. Danny A. Milner (Yam); 2. Jason Wencel (Yam); 3. Tracey W. Turner (Yam); 4.Gene Bratovich (Yam); 5. Alexander Essbaum (Yam).

L/W S/TW EX: 1. Mark Pangborn (Duc); 2. Patrick D. Ryder (Kaw); 3.Geoff Mellinger (Duc); 4. Billy J. Fehrman (Kaw); 5. Kris A. August (Hon).

L/W S/TW AM: 1. Eric A. Kemsuzian (Kaw); 2. Gregg Foster (Hon); 3. Joe Skala (Kaw); 4. Lon Allen (Duc); 5. Jeff Williams (Kaw).

SPTMN EX: 1. Patrick D. Ryder (Kaw); 2. Billy J. Fehrman (Kaw); 3. Daniel Slattery (Yam); 4. Todd Nordby (Kaw); 5. Don Allen (Yam).

SPTMN AM: 1. Sven Bley (Hon); 2. Gary L. Foust (Yam); 3. Lon Allen (Duc) ; 4. Eric A. Kemsuzian (Kaw); 5. Jeff Williams (Kaw).

US TW EX: 1. David Klosterman (H-D).

US TW AM: 1. Darvin P. Loyd (H-D).

SOLO GTO EX: 1. Todd Harrington (Hon); 2.Derek Struye (Hon); 3. Robert C. Maister (Suz); 4. Mike Karm (Kaw); 5. Shawn Conrad (Hon).

SOLO GTO AM: 1. Jason Brookshaw (Hon); 2. William A. Tracy, III (Hon); 3. Bradley J. Zajic (Hon); 4.Bryant Soberg (Hon); 5. Steven J. Minor (Suz).

SOLO GTU EX: 1. Todd Harrington (Hon); 2. Mike Murphy (Hon); 3. Tom Girard (Hon); 4. Michael D. Hunter (Yam); 5. Shawn Conrad (Hon).

SOLO GTU AM: 1. Jason Brookshaw (Hon); 2. William A. Tracy, III (Hon); 3. Bryant Soberg (Hon); 4. Bradley J. Zajic (Hon); 5. Dane R. Whaley (Yam).

Tempo tops at LACR MX

By Greg Robertson

PALMDALE, CA, JULY 2

Doug Tempo proved that consistency does pay off by claiming the overall win in the Vet Beginner class without winning either moto at California Racing Club's Friday night MX at Los Angeles County Raceway.

Randy James edged out Stanley Norwoods, Mike Haines and Tempo for the first moto holeshot. A race-long battle for the lead quickly developed between James, Norwoods and Tempo as the three riders separated themselves from the rest of the field. The trio diced right up to the checkered flag with James taking the win by 10 feet over Tempo.

Norwoods timed the gate perfectly to lead Mike Collier and James at the start of moto two. Collier studied Norwoods lines for a couple of laps before diving underneath him to take the lead. Once out front, Collier was able to pull away for an uncontested moto win.

Tempo had worked from a mid-pack start up to fourth behind James with two laps remaining. Norwoods landed hard off a jump, aggravating a previous knee injury, and he pulled off the track which handed second to James. Tempo had momentum on his side and went around James with the white flag out to take second and take the overall win. James' 1-3 score earned him a second place trophy.

Simi Valley Kawasaki-sponsored Mike Crosby continues to dominate the 125cc Novice class. Crosby's biggest threat tonight was Chris Blanton who tucked in behind the first moto holeshot of Crosby and kept him honest all the way to the checkered flag. Glenn Branson took third over Mike Collier Jr.

Crosby nailed the second moto holeshot ahead of Blanton and Karl Huey. Crosby started to pull away while Huey was making life miserable for Blanton in second. Huey bobbled coming out of a corner allowing Blanton some breathing room. Blanton slowly started to reel in Crosby but swapped on a small set of jumps and went down hard. Huey took over second for a lap before developing bike problems and stopping. By this time Crosby was way out front and crusied to the win. Branson ended up inheriting the runner-up position where he stayed until the finish to nab second overall.

Results

P/W B-2: 1. Clark Figueras (Yam); 2. Travis Barden (Yam); 3. Brandon Milvihill (Yam); 4. Ryan Royball (Yam); 5. Timmy Mc Daniel (Yam).

P/W B-1: 1. Blake Margheim (Yam); 2. Bret Mountain (Yam); 3. Ashlee Mendenhall

P/W A: 1. Sean Collier (Yam); 2. Caleb Gosselaar (Yam); 3. Chris Nihan (Pax); 4. Kyle Barden (Yam); 5. Anthony Barbacovi (Yam).

60 0-8: 1. Scott Howe (Kaw); 2. Blake Mitchell (Kaw); 3. Shane Smith (Kaw); 4. Chris Nihan (Kaw); 5. Sean Collier (Kaw).

60 9-11: 1. Christopher Gosselaar (Kaw); 2. Christopher Tocco; 3. Johner Faulkner; 4. John Grover (Kaw).

80 9-11: 1. Todd Gosselaar (Yam); 2. Shane Mitchell (Kaw); 3. Johner Faulkner; 4. Donnie Durrer (Yam).

MINI BEG: 1. Devin Seeger (Suz); 2. Christopher Tocco; 3. Leston Derrick (Kaw); 4. Josh Gregg (Suz); 5. Travis Smith (Hon).

MINI NOV: 1. Ito Posca (Yam); 2. Jake Gribbon (Yam); 3. Shawn Mitchell (Kaw).

MINI INT: 1. Michael Young (Suz).

125 BEG: 1. Colby Peck (Suz); 2. John Slaby (Kaw); 3. Wes Faria (Kaw); 4. Richard Powell (Suz); 5. Kevin Tarwater (Kaw).

125 NOV: 1. Mike Crosby (Kaw); 2. Glenn Branson (Suz); 3. Darris Garner (Suz); 4. Mike Collier Jr. (Kaw); 5. Chris Blanton (Yam).

125 INT: 1. Jim Buntin (Suz).

125 PRO: 1. Tim Telford (Suz); 2. Joel Tokarsky (Hon).

250 BEG: 1. James Chester (Hon); 2. Cole Townsend (Kaw); 3. Jon Walgren (Yam).

250 NOV: 1. Mike Gallegos (Hon); 2. Ken Reed (Kaw); 3. Peter Collins (Yam); 4. Rick Scottile (Suz); 5. Eddie Staab (Yam).

250 INT: 1. Scott Mumford (Yam).

250 PRO: 1. Billy Joe Mercier (Kaw); 2. Rob Drew (Kaw).

500 INT: 1. Jason Truby (Kaw).

JR VET BEG: 1. Darren Graveel (Yam); 2. Kurt Larson (Hon); 3. Steve Hill (Kaw); 4. Crain Godshall (Hon); 5. Dan Walgnn (Yam).

JR VET NOV: 1. Aviad Sahar (Yam); 2. Jamie Mitchell (Hon); 3. John Valko (Hon); 4. George Pennington.

JR VET INT: 1. Steve Corteville (Yam).

VET BEG: 1. Doug Tempo (Hon); 2. Randy James (Hon); 3. Mike Haines (Suz); 4. Martyn Atkins (KTM); 5. Mike Collier (Yam).

VET NOV: 1. Karel Kramer (Kaw); 2. Joseph Billings (Hon); 3. Mark McCulloch (Kaw); 4. Tim Mendenhall (Kaw); 5. Alon Sahar (Yam).

VET INT: 1. Kenju Gauthier (Suz).

Schwartz rockets to Victorville Speedway win

By Tom Thomas

VICTORVILLE, CA, JULY 4

A standing room-only crowd was on hand Sunday night at Speedway USA for fireworks and to see Bobby Schwartz take advantage of his lightning quick reaction on the start to edge out Gary Hicks and win his fifth Scratch main of the season at Victorville. On the starting line, Schwartz was sandwiched by Brent Werner and Scott Brandt with Hicks on the inside pole. As the tape went up, Schwartz shot to the front, leading Hicks across the finish line by mere inches. Brandt finished third and Werner fourth.

Steve Lucero, last week's feature winner, was not present due to an illness in the family, and National Champion Chris Manchester was sidelined early with mechanical troubles in the Scratch heat.

Mike Faria won the Scratch consolation over John Aden with Pat Litt third and Greg Miller fourth.

Angela Hale made a triumphant return to Speedway USA after an eight-week layoff to recover from a broken leg she suffered in a racing accident at Perris Speedway. Hale dominated the field in the Support main. Hale has been advanced to the First Division, making her the only female speedway rider in the history of the sport to ever run in the premier class.

After two restarts, 12-year-old Michael Hull held off a charging Stephen Downing, 13, for the win in the Junior main.

The evening's events were marred when veteran assistant referee Mike Henshaw suffered a heart attack shortly after assisting Eddie Castro to restart his bike for the Handicap heat. Paramedics rushed Henshaw to Victor Valley Community Hospital where his condition was last reported as critical, but stable.

Luck changes for Nicol at Lake Perris Speedway

By Elaine Jones

LAKE PERRIS, CA, JULY 1

Doug Nicol finally had things go his way at Lake Perris Speedway Thursday night as he captured a red flag-marred Handicap main. It seemed everytime Nicol and his T&M Cycle/Cirello/Raz Video/FNF/Oakley/Oury/Scott/Dirt Squirt-backed GM got settled into the lead a red flag would fly. There were so many delays the riders had to refuel. Nicol wanted the win big time and he rose to the occasion, holding off Bobby Hedden, who was riding Brent Werner's bike. Hedden ran into bike trouble on one of the restarts and Werner, knowing he was out of contention, gave his bike to Hedden which allowed him to finish second. John Aden was third.

Gary Hicks is making a habit of winning here lately. Once again he got the pole on the luck of the draw, got a great gate and all that was left was to determine who was going to be second. That honor fell to Bobby Swartz with Mike Faria third.

The Sidecar main was a real cliffhanger. Peter Lewis and Jamie Macy won the drag race to the first turn and looked like they were going to take it all but Dale Leeder and Ross Millar on the Larry Jacinto/ITT Financial/Norm's

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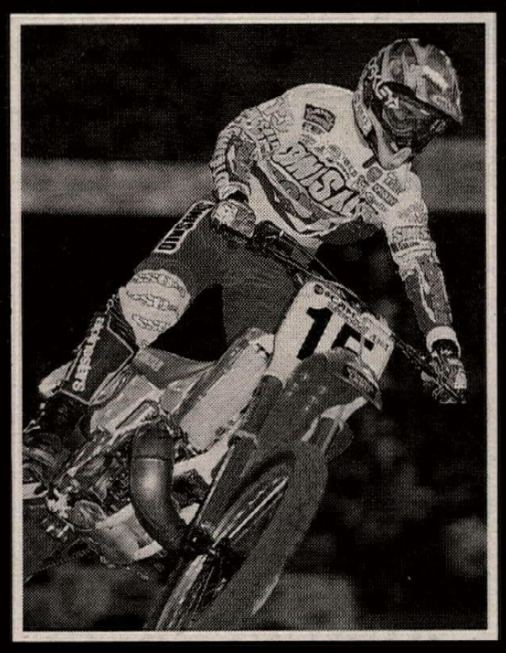

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Jeremy McGrath

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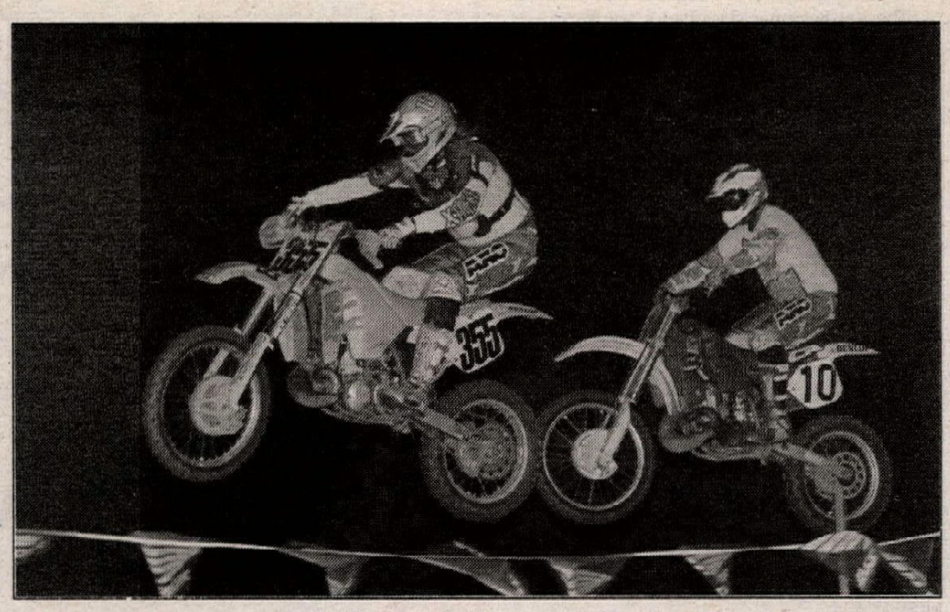

Lendon Smith (355) and Brian Elliott (10) had a midair battle at Perris Raceway.

Cycle/Mission Yamaha-backed rig snatched victory away at the checkered flag. Dirk Gardner and Doug Lynch were third.

Angela Hale proved she's fully recovered from her broken ankle as she ran away with the Support main. The boys gave it their all trying to catch her but didn't really get close. Mitch Hall was second with Randy Skinner third.

Results

SCR: 1. Gary Hicks (Wes); 2. Bobby Swartz (Wes) 3. Mike Faria (Gdn); 4. Doug Nicol (Gdn).

HDCP: 1. Doug Nicol (Gdn); 2. Bobby Hedden (Wes); 3. John Aden (Jaw); 4. Brad Oxley (Wes); 5. Bryan Buffington (Wes).

SDCAR: 1. D. Leeder/R.Millar (Yam); 2. P. Lewis/J. Macy (Kaw); 3. D. Gardner/D. Lynch (Kaw); 4. K. McIntyre/J. Bowlen (Yam).

SUP: 1. Angela Hale (Wes); 2. Mitch Hall (Jaw); 3. Randy Skinner (Jaw); 4. Robbie Sauer (Jaw); 5. Jeremy Aden (Wes).

Hughes hauls at Perris MX

By Tony Alessi

PERRIS, CA, JULY 3

David Hughes scored a well-earned victory in the 125cc Novice class at round three of the GFI "Win a Truck" Night MX Series at Perris Raceway.

Chad Smart led the early laps of the first 125cc Novice moto but was struck down by his overly zealous riding style and was dropped to the back of the pack. Fifteen-year-old Joe Ryan picked up the lead and kept it to the finish for the win. David Hughes took second with Jason Fields, Dan Finch and Chris Meyer rounding out the top five.

Hughes holeshot the second moto then shook off an early challenge from Ryan before zipping off for the moto and overall victory. Ryan had his hands full with Fields who continually stuck his front wheel inside Ryan throughout the race but Fields was unable to make any pass attempt stick. Ryan finished second and Fields had to settle for third in front of Chris Packwood, Finch and Tory Amato.

Rookie pro rider Larry Linkogle turned a lot of heads by putting a hurt on the 250cc Pro class. Linkogle took advantage of two holeshots, first topping Brian Myerscough and Mike Metzger in the first moto. Linkogle returned to lead most of the second moto, but gave way to Metzger in the late stages of the race. Metzger won the moto but Linkogle took the overall win by virtue of a more consistent set of motos.

Donald Upton was perhaps the fastest rider of the night but a seized engine kept him out of the 250cc Pro class competition. However, Upton shined in the 125cc Pro class, posting a double moto sweep of the class over Jimmy Lavorci and Steve Andrich.

David Queyrel was the star of the 250cc Beginner class, smoking to a set of moto wins. Harlen Arnett finished third in both motos for second on the night while Roland Munoz and Kelly Patton battled all night for third place honors with Munoz getting the position.

John Carter turned in two spirited rides for fifth in front of Matt Parsons and Frenchman Phil Guevsquin, who was competing in his first race at Perris Raceway.

"This is better than going to Disneyland," Guevsquin said. "I come to California two months ago as a foreign exchange student, I have been working part time in a hamburger stand so I can race tonight. This trophy and racing here is a dream come true."

Results

50 F/T I: 1. Brian Thorton (Yam); 2. Steven Brewis (Yam); 3. Dallas Peick (Yam); 4. Matthew Thorp (Yam); 5. Kyle Diemer (Yam).

50 F/T II: 1. Justin Wilson (Yam); 2. Ryan Siers (Yam); 3. Jeff Alessi (Yam); 4. Chayenne Picard (Yam); 5. Scott Porter (Yam).

50 STK DIV I: 1. Byran Matthews (Yam); 2. Joe Anderson (Yam); 3. Chad Munn (Yam); 4. Ryan Picard (Yam).

50 STK DIV II RACE I: 1. Justin Munyon (Yam); 2. Ricky Oliver (Yam); 3. Jeff Bell (Yam); 4. Charlie Jenkins (Yam); 5. Bruce Wilkinson (Yam).

50 STK DIV II RACE II: 1. Kyle Foltz (Yam); 2. Justin Lavoie (Yam); 3. Ranel Coy (Yam); 4. Mark Atkins (Yam); 5. Mike Alessi (Yam).

50 MOD DIV I: 1. Bryan Matthews (Yam); 2. Chad Munn.

50 MOD DIV II: 1. Justin Munyon (Yam); 2. Justin Lavoie (Yam); 3. Ricky Oliver (Yam); 4. Ranel Cox (Yam); 5. Charlie Jenkins (Yam).

60 0-8 BEG: 1. Ryan Pucard (Kaw); 2. Joe Anderson (Kaw); 3. Nicholas Wells (Kaw); 4. Cody Stuart (Hon); 5. Chris Thorp (Kaw).

60 0-8 NOV: 1. Dylan Lord (Yam).

60 9-11 BEG: 1. Jason Cialetta (Pax); 2. Austin Jones (Kaw); 3. Danny Pettingill (Kaw); 4. Heather Matthews (Kaw).

80 BIG WHEEL: 1. Robb Freeland (Kaw); 2. Mike Gonzalez (Kaw).

80 BEG: 1. Dusty Walters (Yam); 2. Jeremian Newcomer (Yam); 3. Ryan Dudek (Yam); 4. Christopher Panek (Yam); 5. Cory Williams (Suz).

80 NOV: 1. Bryan McGavran (Yam); 2. Danny Montoya (Yam); 3. Mark Tilley (Hon); 4. Joshua Carter (Yam); 5. Trent Bragg (Yam).

125 BEG DIV I: 1. Damion Loudd (Kaw); 2. Justin Duda (Kaw); 3. Gordan Keller (Suz); 4. Dave Ramsey (Yam); 5. Che Smith (Yam).

125 BEG DIV II: 1. Dean Beauchamp (Suz); 2. Billy Clifton (Yam); 3. Dan Farrar (Suz); 4. Scott Lockwood (Suz); 5. Danny Benitez (Suz).

125 NOV: 1. David Hughes (Suz); 2. Joe Ryan (Yam); 3. Jason Fields (Yam); 4. Dan Finch (Suz); 5. Chris Packwood (Kaw).

125 INT: 1. Shay Fretwell (Suz); 2. Larry Camomile (Hon); 3. Clint Warner (Hon); 4. Raymond Bowers (Kaw); 5. Mike Battista (Hon).

125 PRO: 1. Don Upton (Yam); 2. Jimmy Lavorci (Hon); 3. Steve Andrich (Suz); 4. Craig Mason (Hon).

250 BEG DIV I: 1. Lendon Smith (Suz); 2. Bryan Davis (Yam); 3. Tim Walker (Yam); 4. Corey Hudson (Suz); 5. Todd Moore (Yam).

250 BEG DIV II: 1. David Queyrel (Hon); 2. Marlan Arnett (Yam); 3. Roland Munoz (Kaw); 4. Kelly Patton (Hon); 5. John Carter (Kaw).

250 NOV: 1. Max Nelson (Yam); 2. Bret Milan (Yam); 3. Chris Repp (Kaw); 4. Jason Fields (Yam); 5. David McCown (Hon).

250 INT: 1. EJ Wright (Suz); 2. Shay Fretwell (Suz); 3. Kenny Miller (Suz); 4. Clint Warner (Suz); 5. Robert Briggs (Kaw).

250 PRO: 1. Larry Linkogle (Hon); 2. Mike Metzger (Suz); 3. Brian Myerscough (Hon); 4. Bobby Hubbard (Kaw); 5. Brett Stubbs (Kaw).

500 BEG: 1. Bob White (Kaw); 2. Henry Koksenski (Hon); 3. Brian Elliott (Hon); 4. Chris Scott (Kaw); 5. Jon Nixon (Hon).

500 INT: 1. John Bennett (KTM).

+25 BEG: 1. Jim German (Yam); 2. Ernie Garcia (Suz); 3. Henry Koksenski (Hon); 4. Robert Becker (Hon); 5. Les Holland (Hon).

+25 BEG DIV II: 1. Lendon Smith (Suz); 2. Tom Gergen (Hon); 3. Jimmy Matiasevich (Suz); 4. Scott Larsen (Suz); 5. Mike Johnson (Hon).

+25 NOV: 1. Paul Wright (Yam); 2. CT Falk (Yam); 3. Sam Rameriz (Yam); 4. Gary Harada (Yam); 5. Glen Delatorre (Suz).

+25 INT: 1. Kevin Fringer (Kaw); 2. Rich Truchinski (Yam).

+30 NOV: 1. CT Falk (Yam); 2. Greg Mazzio (Yam); 3. Pryor Campbell (Kaw); 4. David Holland (Hon); 5. Greg Pagan (Hon).

+30 INT: 1. David Lynch (Hon); 2. Terry Varner (Yam); 3. Joel Seals (Suz); 4. Jim Henn (Suz); 5. Willy Haney (Suz).

+35 NOV: 1. Gary Will (Kaw); 2. Pryor Campbell (Kaw)

+35 INT: 1. Randy Skinner (Suz).

+40: 1. Jim Lavorci (Yam).

WMN: 1. Tami Rice; 2. Jamie Pamintuan (Suz); 3. Bonnie Warch (Suz); 4. Erin Donnelly (Kaw).

Bright shines at Motowest MX

By J. R. Canaguier

HOLLISTER, CA, JUNE 27

Billy Bright set a blistering pace in the 125cc Beginner class to take the overall win at Motowest MX. Bright holeshot the first moto and set the pace, but Hawk White, Emanuel Manusuthakis and Eric Niva hammered his back wheel for most of the moto. White and Manusuthakis battled over second all the way to the last lap and it was White who took the runner-up spot. Niva was fourth.

The second moto was almost a repeat of the first go, but midway through the five-lap race, White took a soil sample as he pressured leader Bright. The confrontation opened the door for Niva who moved into the lead in one quick blast that would hold till the checkered flag. Manusuthakis moved into third as Bright recovered to maintain second as White fell back to fourth. Bright's 1-2 moto tally earned him the overall victory over Niva, Manusuthakis, White and Mike Siero.

The Vet Beginner class had a few surprises, as newcomer Robert Roehlk rocketed into the lead in the first moto, followed closely by Ed McBride and Floyd Crafton. By the midpoint of the moto, Crafton managed to get around McBride and went after Roehlk who had opened up a sizable lead, only to have time run out.

Moto two had McBride and Roehlk dueling fiercely for the lead early on with Crafton and Stan Slate in the wings. The rough Hollister track grabbed Roehlk's front wheel, putting him on the ground just as he was making a move tb take the lead from McBride. That moved Roehlk back to third as McBride took the win and Crafton second.

Results

250 NOV: 1. Tony Gwen (Hon); 2. Jim Dempsey (Hdn); 3. Todd Townsend (Hon); 4. Bryce Sollazzi (Hdn); 5. Mike Hodges (Yam).

P/W NOV: 1. Robert Harold (Ita); 2. Iceman Hernandez (Yam); 3. Vincent Guisande (Yam).

P/W BEG: 1. Broc Owens (Yam); 2. Brian Dominguez (Yam); 3. Shredder Navarro (Yam); 4. Pat Paterson (Hon); 5. Jeremy Fuller (Yam).

250 BEG: 1. Channing Amark (Hon); 2. Paul Hernandez (Hon); 3. Shawn Clark (Kaw); 4. Brad Armstrong (Kaw); 5. David House (Hon).

500 BEG: 1. Jason Bateman (Yam); 2. Grey Lepesh (Hug); 3. Jeff Searles (Hon).

60 BEG: 1. Anthony Houser (Hon); 2. Vince Blair (Kaw); 3. Tyson Davis (Kaw); 4. Broc Owens (Kaw); 5. Brian Doninguez (Kaw).

60 NOV: 1. Robert Harold.

VET INT: 1. Glenn Zitterquist (Hon); 2. Richard Mathers (KTM).

VET PRO: 1. Brandon Baldwin (Suz).

250 INT: 1. Todd Damron (Suz); 2. Ed Heacox (Hon); 3. Kevin Hunt (Kaw).

125 INT: 1. Jason Jenkins (Hdn); 2. Chad Burleson (Hon); 3. Den Vitale (Hon); 4. Jason Chisum (Hon).

125 PRO: 1. Pat Gomm.

P/W 80 BEG: 1. Wes Patterson (Hon); 2. Jason Rose (Yam).

P/W 90 NOV: 1. Travis Patterson (Yam).

50 MOD: 1. Robert Harold (Edg); 2. Anthony Houser (Yam); 3. Vince Blair (Suz); 4. Iceman Hernandez (Yam); 5. Vincent Guisande (Yam).

80 EXP: 1. Jeff Baldwin (Hon).

80 INT: 1. Tyler Evans (Hon); 2. Jess Medley (Hon).

80 NOV: 1. Dennis Stapleton (Yam); 2. Derek Brush (Hon); 3. Ryan Morais (Kaw); 4. Kelly Quinn (Suz); 5. Nick McBride (Hon).

80 BEG: 1. Harold Hageman (Kaw); 2. Kathy Pruitt (Hon); 3. Peter Dutton (Yam); 4. Danny Ornelas (Suz); 5. Ronald DeJesus (Kaw).

VET BEG: 1. Ed McBride (Hon); 2. Floyd Crafton (Suz); 3. Robert Roehlk (Suz); 4. Stan Slate (Kaw); 5. Jeff Farhvelli (Yam).

OT: NOV: 1. J. R. Canaguier (Suz); 2. Danny Bowden (Hon); 3. Dutch Nichols (Kaw)

OT INT: 1. Brad Smith (Hon).

WM: 1. Alicia Stirling (Yam); 2. Lisa Henderson (Hon).

VET NOV: 1. Gary Plaatje (Yam); 2. Rich Wilson (Hon); 3. Mark Stepovich (Kaw); 4. Mike Renner (Kaw); 5. Ed Pagoda (Hon).

25-29 INT: 1. Mike Johnson (Suz); 2. Ed Heacox (Hon).

25- 29 NOV: 1. Mike Hodges (Yam); 2. Todd Townsend (Hdn); 3. John Cunningham (Suz); 4. Scotty Thompson (Yam); 5. Oaul Armada (Hon).

25-29 BEG: 1. Mario Andreini (Yam); 2. Rick Crespi (Hon).

125 NOV: 1. Den Shank (Suz); 2. Cory Moais (Kaw); 3. Ryan Brink (Kaw); 4. Tyler Evans (Suz); 5. Dennis Stapleton (Suz).

125 BEG: 1. Billy Bright (Kaw); 2. Eric Niva (Hon); 3. Emanuel Manusuthakis (Suz); 4. Hawk White (Hon); 5. Mike Siero (Hon).

Bennett, Bast post Auburn Speedway wins

By Scott Rousseau

AUBURN, CA, JUNE 25

Bart Bast and Kelly Bennett took advantage of the dry-slick condition of Auburn's Fast Fridays Speedway to post wins in the Scratch and Handicap mains, respectively.

The Handicap main event saw Bennett lined up on the 10-yard line, a penalty he had earned for winning last week's Handicap main from the zero. Bennett was followed by Allen Krause on the 20, Bob Collier on the 30 and Dustin Schroeder on the 40. Bart Bast and Jim Sisemore lined up on the 50. Bennett took advantage of his starting position to grab the lead when the tapes went up, but Krause anticipated the gate and caught Bennett in turn one before losing ground in turn two. Sisemore and Bast were frantic in their efforts to make up positions on the track, with Bast sticking to the pole looking for mistakes from the riders ahead, and Sisemore experimenting with the virtually nonexistent dirt line. Sisemore was able to get by Schroeder before the checkered flag fell. Bast also went to the outside to get Schroeder, who was really struggling to get his GM to hook up on the groove. Up front, Krause mounted another charge on Bennett, closing up on his rear wheel as the white flag waved. Krause's chances evaporated when he slid underneath Bennett in turn one, parked, and was forced to lay the bike down. Bennett cruised across the finish line to win his second-straight Handicap main ahead of a conservative Collier, Sisemore, Bast, Schroeder and a very disappointed Krause.

Although the advantage would belong to the rider with the best start, the Scratch main promised to be a very close contest. Last week's winner, Jesse Ochoa, was back to defend his title from gate two while weekly Scratch main contenders Bast and Sisemore were in three and four. A much improved Dustin Schroeder drew the pole for his first Scratch main appearance in weeks. When the tapes went up it was Bast on the point into turn one with Ochoa in his shadow. Schroeder missed the start, but he was able

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EVENTS

Ray Gonzalez (8) prepares to overtake Rick Fumetto (5) at the Sunrise GP.

to beat Sisemore into the corner. Ochoa made several runs at Bast in the turns while trying to take the groove away. Sisemore was taking huge chances on the outside in order to overtake Schroeder, but it wasn't working and he was forced onto the groove as well. Just as he did, however, Schroeder drifted off the pole and all but handed Sisemore third place. Ochoa continued to apply pressure to Bast until the end, but it was in vain as Bast crossed the finish line first, ending a three-week victory drought.

"I had to get that start," said Bast. "I really don't think I could have passed Ochoa or Sisemore if they had gated me."

Results

SCRATCH: 1. Bart Bast (Wes); 2. Jesse Ochoa (Gdn); 3. Jim Sisemore (Wes); 4. Dustin Schroeder (GM).

HDCP: 1. Kelly Bennett (Wes); 2. Bob Collier (Wes); 3. Jim Sisemore (Wes); 4. Bart Bast (Wes); 5. Dustin Schroeder (GM).

D-2: 1. Bill Canary (Jaw); 2. John O'Connell (Wes); 3. Bryan Barrett (Wes).

D-3: 1. Rick Campbell (Wes); 2. Chris Trapp (Gdn); 3. Rich Mignano (Wes).

JR: 1. Matt Becker (Wes); 2. Travis MacDonald (Wes); 3. Ian Ferris (Hon).

LACR Motocross win to Thompson

By Greg Robertson

PALMDALE, CA, JULY 4

Chris Thompson made good use of a couple of good starts to win both motos in the Mini Beginner class at the CRC MX on the Fourth of July at Los Angeles County Raceway.

George LaMonte was at the front of the pack at the start of the first Mini Beginner moto, ahead of Thompson, Justin Robinson and James Newman. By the completion of the first lap, Thompson had overtaken LaMonte for the lead. While Thompson continued to lead up front, a battle developed between LaMonte and Robinson over second place. Robinson spent almost the entire moto camped out on LaMonte's rear fender, looking for a way around. He never found it and LaMonte took second behind Thompson.

The second moto was a repeat of the first with LaMonte grabbing the early lead only to be passed by Thompson within the first lap. Robinson gated in third but overshot a corner and went down dropping to fifth. LaMonte was keeping Thompson within striking distance until two laps from the end when he tangled with another rider and crashed. That enabled Thompson to open up a 20-second lead by the finish. Robinson slipped past LaMonte before he got up to speed to take second in the moto and second overall.

The 125cc Novice class was a Terrance Malan benefit as he led all the way in both motos. Mike Crosby gated behind Malan in the first moto and applied pressure the entire race, but had to settle for second. Scott Minster and Shawn O'Brien argued over third-place until O'Brien had his front end wash out which dropped him to sixth at the midway point. Danny Woodard worked up from a bad start to grab third place from Minster with a couple of laps remaining. O'Brien was flying and he managed to get around both Minster and Woodard for third by the checkered flag.

Malan led every lap of the second moto and took the win going away. Woodard got a better start this time and was holding off Ken Reed for second, while Minster, who was fourth, had his hands full with Crosby looking for a way around. Crosby found a way in a long sweeper and joined Woodard and Reed in the battle for second place. A lap later Crosby went down in that same sweeper making it a two rider dice on the last lap. Reed gave it everything he had but came up 10 feet short at the finish behind Woodard. Woodard's 5-2 finishes just edged out Minster's 4-4 score for second overall.

Results

P/W B-1: 1. Johnathan Newman (Yam); 2. Troy Tittlemier (Yam); 3. David Hunter (Yam).

P/W A: 1. Chris Nihan (Yam); 2. Bobby Lang Jr. (Yam); 3. Anthony Barbacovi (Yam).

P/W MOD: 1. Blake Mitchell (Yam).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Blake Mitchell (Kaw).

60 (9-11): 1. Shane Bess (Kaw); 2. Shane Mitchell (Kaw).

60 BEG: 1. Bobby Langin Jr. (Kaw); 2. Chris Nihan (Kaw).

80 (9-11): 1. Todd Gosselaar (Yam); 2. Shane Mitchell (Kaw); 3. Darryl Ecklund (Yam).

MINI BEG: 1. Chris Thompson (Kaw); 2. Justin Robinson (Kaw); 3. George LaMonte (Hon); 4. Nick Garcia (Yam); 5. Curtis Parker (Yam).

MINI NOV: 1. Ito Posca (Yam); 2. Shaun Mitchell (Kaw); 3. Dusty Bunce (Kaw).

MINI INT: 1. Michael Young (Suz); 2. Chris Neitzel (Kaw).

MINI EX: 1. Lanny Turner (Suz).

125 BEG: 1. Dennis Woodard (Kaw); 2. Wesley Dell (Suz).

125 NOV: 1. Terrance Malan (Suz); 2. Danny Woodard (Suz); 3. Scott Minster (Suz); 4. Shawn O'Brien (Suz); 5. Ken Reed (Kaw).

125 INT: 1. Mark Allen (Kaw).

250 NOV: 1. Brad Schultz (Suz); 2. Mark Vandewalle (Hon); 3. Danny Bushey (Suz).

250 INT: 1. Loren Jenkins (Hon).

250 PRO: 1. Lex Malan (Suz).

500 BEG: 1. John Murray (Hon).

500 NOV: 1. Dal Trubey Jr. (Kaw).

JR VET BEG: 1. Tim Konkol (Hon); 2. Lee Saul (Hus); 3. John Stich (Hon); 5. Scott Kuntz (Yam).

JR VET NOV: 1. C.T. Watanabe (Hon); 2. Eric Harrison (Kaw).

JR VET INT: 1. Mike Gosselaar (Kaw).

JR VET EX: 1. Scotty Walker (Kaw).

VET BEG: 1. Ross Hoecker (Yam); 2. Robert Schneider (Yam); 3. Johnny Padilla (Hon); 4. Danny Padilla (Hon); 5. Alan Busby (Hon).

VET NOV: 1. Alex Spinelli (Yam); 2. Billy Womack (Suz); 3. Dennis Stubblefield (Hon); 4. Fred Tuttle (Kaw); 5. Tim Mitchell (Kaw).

VET INT: 1. Rodney Morrison (Suz); 2. Joel Harriott (Yam); 3. Leo Saul (Cag).

VET EX: 1. Scotty Walker (Kaw); 2. Ken Neitzel (Kaw); 3. Randy Tittlemier (Suz).

SR INT: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam).

SR EX: 1. David Rogers (Hon); 2. Bill Oliver (Hon).

O'Mara puts on a show at Sunrise Gran Prix

By Chris Jonnum
Photo by Greg Elliott

ADELANTO, CA, JUNE 27

Former 125cc National Champion Johnny O'Mara took advantage of the soaring temperatures at Sunrise Valley Raceway's SRA Gran Prix to get in some training for the National circuit, and he posted the win in the Vet Expert class.

Classes ran 45 minutes each on the extended track, which included a safe double, a challenging step-filled jump, a long sweeper turn and several exhausting whoop-filled straights. A desert loop had been planned originally, but SRA officials opted to eliminate it due to severe dust. Most races combined classes of every skill level, but so many vets were entered that two separate races were required. In all, 140 entrants did battle in the heat.

"I thought I was going to die (because) it was so hot out there," said Randy Peters, after placing second in the Vet Beginner class. "I was dreading those whoops every lap, but the course was still fun."

An ankle injury has hampered O'Mara's comeback to motocross, but it didn't appear to bother him in the long high-desert event. O'Mara completed the first of 12 laps in second place, but was already in front by the second go-around. O'Mara led from that point on, with Mike Shoemaker second and Jeffery House crossing the line third. Shoemaker was awarded the first-place Expert trophy, however, as O'Mara's professional status eliminated him from the class results.

"We had a weekend off (from the Nationals), so I decided to get in some training," said O'Mara. "I rode the Vet race because it was in the morning, and I'm going to head to Michigan this afternoon to stay with Jeff Stanton in Michigan. We're going to practice together for Red Bud."

Shoemaker came back for the 250cc race, and he easily handled the Expert division. Shoemaker led every lap, with Eric Smith following in second. Wes Enz was third.

In the large Vet Novice/Beginner race, Pryor Campbell took control from Steve Dalton on the fourth lap and led from that point on. Dalton followed him in for second, while Jon Lee was third. Cliff Ranney was the top-placing Beginner rider, taking seventh overall in the race.

Results

80-200 EX: 1. Jeff Haase; 2. Jamie Campbell; 3. Billy Nicoll (Hon).

80-200 AM: 1. Dristin Dailey (Kaw).

80-200 NOV: 1. Ty Hawkins; 2. Ed Vitelli (Suz); 3. Adam Hazlett (Yam); 4. Johnny Nicoll (Kaw); 5. R.J. Thompson.

80-200 BEG: 1. Jim Finerty (Hon); 2. Ryan Mauhilli (Kaw); 3. Tim Randall (Suz); 4. Tony Galaviz; 5. Billy Macias (Kaw).

250 EX: 1. Mike Shoemaker; 2. Eric Smith.

250 AM: 1. Wes Enz.

250 NOV: 1. Joe Bagnasco (Kaw); 2. Rey Gonzalez; 3. Chris Jonnum (Kaw); 4. Chris Valdes; 5. Rick Fieumetto.

250 BEG: 1. Shawn Tuchey; 2. Dadids Anderson; 3. Glen Etherington; 4. Paul Deling; 5. Anthony Sanchez.

OPEN EX: 1. Jeffery Haase (Kaw); 2. Jason Trubey (Kaw); 3. Craig Adams (Kaw); 4. Mike Sealey; 5. John Whitaker (Hon).

OPEN AM: 1. Dal Trubey Jr. (Kaw); 2. Keith Mittermaier (Hon); 3. Greg Gamble (Kaw).

OPEN NOV: 1. Kenny Miller; 2. David Pava; 3. Monte Pritchett (KTM); 4. Gary Gomez; 5. Michael Modrak.

OPEN BEG: 1. Timothy Moore.

VET EX: 1. Johnny O'Mara (Hon); 2. Mike Shoemaker (Kaw); 3. Jeffery Haase (Kaw); 4. Bob Maxwell; 5. Craig Adams (Kaw).

VET AM: 1. Craig Wells; 2. Dennis Youman; 3. Steve Arca; 4. Steven Heredia (Kaw); 5. Lyle Crawford (Kaw).

VET NOV: 1. Pryor Campbell (Kaw); 2. Steve Dalton; 3. Jon Lee (Yam); 4. Jeff Gianni (Hon); 5. Clay Nettleton.

VET BEG: 1. Cliff "Hanger" Ranney (KTM); 2. Randy "Racer" Peters (Yam); 3. Ken McCann; 4. Glenn Shearer; 5. Mike Nichols (Hon).

SR/S-SR/WMN EX: 1. Danny Sanchez (Hon); 2. Jack Landers (Hon); 3. Lyle Crawford (Kaw); 4. Steve Bussell (Hon); 5. Larry Owens (Hon).

SR/S-SR/WMN AM: 1. Jack Sabine (Hon); 2. Frank Benefield (Kaw); 3. Joe Erwin (Hon).

SR/S-SR/WMN NOV: 1. Cleyton Loonsfoot (Kaw); 2. John Chapman (Kaw); 3. John Altomirano; 4. Robert Wells; 5. Robert Belanger (Yam).

SR/S-SR/WMN BEG: 1. James Morrison; 2. Bill Jucha (Yam); 3. Keith Tyler (Kaw); 4. Russel Parin (Hon); 5. Arleen Pugh.

Steinle sails at Hurricane Hills Motocross

By George Hodkinson

MAZEPPA, MN, JUNE 27

Scott Steinle scored the overall win in the 25+ A class at Hurricane Hills by posting 1-2 moto finishes.

In the first moto, Bill Engstrom nailed down the start followed by Steinle and Ken Matson. By the end of lap one, Steinle had moved into the lead, and was the only one in his class to jump the new double jump, putting distance on the rest of the pack. Jeff Colbert was moving through the field, and by the end of the moto, he had moved into second but couldn't make a move on Steinle.

In the second moto, a first turn pile-up stalled quite a few riders including Colbert. Shortly after the start, Chris Hughes put his bike into the lead and won the moto despite a late charge by Steinle, who was followed across the finish line by Engstrom and Colbert.

In the Mini Senior class, Mike Ettesvold proved to be the fastest kid on the block by taking the holeshots and win in both of motos.

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In the first moto Lance Cunningham gave chase but was unable to catch Ettesvold, as Ryan Megaw crossed the finish line in third.

In the second moto, Megaw was right behind Ettesvold off the line but he couldn't catch Ettesvold either, and this time Cunningham followed Megaw for third place.

Danelle Deal proved to be the fastest female racer of the day. In the first Women's class moto, Deal won by a big margin over Tricia Noben, Tracy Alexander and Karen Hodkinson. In the second moto, Amy Groth, who did not compete in the first moto, gave chase but couldn't catch Deal.

Results

MICRO MINI: 1. Billy Olson (Yam); 2. Joe Ettesvold (Yam); 3. Bill Krusmark (Yam); 4. Josh Carlson (Yam); 5. Anthony Gardner (Yam).

P/W: 1. Randy Palmer (Kaw); 2. Zach Derry (Kaw); 3. Nate Broughton (Kaw); 4. Craig Lamrct (Kaw); 5. Derek Osterberg (Kaw).

MINI SR: 1. Eric Gerber (Suz); 2. Andy Schneider (Hon); 3. Randy Palmer (Hon); 4. Matt Omann (Suz); 5. Courtney Sampson (Hon).

MINI SR: 1. Mike Ettesvold (Hon); 2. Ryan Megaw (Yam); 3. Lance Cunningham (kaw); 4. Brian Rousselow (Kaw); 5. Jason Wilber (Yam).

YTH: 1. Craig Cunningham (Suz); 2. Shelly Kann (Yam); 3. Chad Alfords (Yam); 4. Chris Andrews (Hon); 5. Chet Bumgardner (Hon).

17-24 A: 1. Chris Bense (Kaw); 2. Kyle Love (Yam); 3. Lee Erickson (Yam); 4. Chad Winecke (Hon); 5. Brandon Backes (Kaw).

17-24 C: 1. Jason Johnson (Yam); 2. Craig Cunningham (Suz); 3. Kris Jahnz (Yam); 4. Chris Stern (Kaw); 5. Matt Klein (Hon).

25+ A: 1. Scott Steinle (Hon); 2. Bill Engstrom (Hon); 3. Jeff Colbert (Suz); 4. Ken Matson (Yam); 5. Chris Hughes (Yam)

25+ C: 1. Bruce Schutteneier (Hon); 2. Craig Stickfort (Hon); 3. Jeff Saucier (Kaw); 4. Jeff Bohman (Hon); 5. Bruce Brainard (Kaw).

VET A: 1. Scott Steinle (Hon); 2. Bill Engstrom (Hon); 3. Mickey Mickelson (Hon); 4. Mike Graif (Hon); 5. Ken Matson (Yam).

VET B: 1. Bruce Brainard (Kaw); 2. Jerry Schulze (Yam); 3. Mark Deal (Yam); 4. Thor Mathison (Hon); 5. Michael Nesbit (Kaw).

VET C: 1. Vincent Linders (Hon); 2. Jeff Risch (Suz); 3. Gary Groth (Yam); 4. Tim Blake (Hon); 5. Brian Cole (Hon).

SR: 1. Allen Staige (Yam); 2. Mark Thompson (Hon); 3. Terry Andrews (Suz); 4. Ken Corrin (Hn); 5. Jim Kirkpatrick (Hon).

WMN: 1. Danelle Deal (Yam); 2. Tricia Noben (Yam); 3. Terese Deal (Yam); 4. Karen Hodkinson (Kaw); 5. Tracy Alexander (Kaw).

125 A: 1. Pat Donaho (Hon); 2. Jerrod Fortune (Hon); 3. Jason Kempel (Yam); 4. Jeff Colbert (Suz); 5. Tim Pospisil (Kaw).

125 B: 1. Scott Weigel (Kaw); 2. Shelly Kann (Yam); 3. Troy Goehrs (Hon); 4. Steve Krech (Hon); 5. Criag Johnson (Yam).

125 C D-1: 1. Mike Heggen (Kaw); 2. Josh Huls (Kaw); 3. Chad Sparks (Yam); 4. Chad Wivell (Hon); 5. Mathew Delore (Kaw).

125 C D-2: 1. Nicholas Newow (Kaw); 2. Justin Dokken (Hon); 3. Michael White (Kaw); 4. Joey Olson (Hon); 5. Andy Kotek (Hon).

250 A: 1. Jason Kempel (Yam); 2. Criag Johnson (Yam); 3. Robert Rainer (Kaw); 4. Joe Beaulieu (Yam); 5. Jay Thompson (Kaw).

250 C D-1: 1. Jeff Saucier (Kaw); 2. Tim Hanson (Hon); 3. Matt Ludescher (Kaw); 4. Glenn Eilders (Kaw); 5. Rick Norum (Yam).

250 C D-2: 1 Kurt Torbenson (Hon); 2. Keith Johnson (Yam); 3. Timothy Crews (Suz); 4. Tim Blake (Hon); 5. Brian Stickney (Yam).

OPEN A: 1. Stephen Tuomela (Kaw); 2. Dave Engstrom (Yam).

OPEN C: 1. Jeff Bohman (Hon); 2. Chad Goodwin (Kaw); 3. Craig Stickfort (Hon); 4. Mark Wannarka (Hon); 5. Steven Mitchell (Yam).

Brant, Hicks split wins at Glen Helen Speedway

By Elaine Jones

GLEN HELEN, CA, JUNE 30

Scott Brant and Gary Hicks are emerging as the top contenders at Glen Helen Speedway. As of Wednesday night Brant had won four Handicap mains and three Scratch mains while Hicks has four Scratch main and two Handicap main wins under his belt.

Hicks got a great gate in the Scratch main on the Cohon & Hicks/Sisco Roofing/Cirello/STP-sponsored GM and literally was slingshoted into the first turn. Charlie Venegas gave chase but had to settle for second. Mike Faria was third and Doug Nicol had to watch from the pits when he rolled into the tape and was disqualified.

Scott Brant, another Cohon & Hicks, rider worked his magic in the Handicap main.

He came off the 60-yard line and was working the outside line until he and Venegas tangled. On the restart, Cirello/Arai/Oakley/Up-Time/Inland Valley Chiropractic-sponsored Brant took the lead and held it to the finish, while Venegas had to once again settle for second with John Aden third.

Bobby Campbell, a new face at Glen Helen, collected all the marbles in the Support class main as he led from start to finish. Angela Hale, who was racing for the first time since breaking her ankle two months ago, finished second with Jeremy Aden third. CN

Results

SCR: 1. Gary Hicks (GM); 2. Charlie Venegas (Jaw); 3. Mike Faria (Gdn); 5. Doug Nicol (GM).

HDCP: 1. Scott Brant (Jaw); 2. Charlie Venegas (Jaw); 3. John Aden (Jaw); 4. Brad Oxley (Wes); 5. Pat Litt (Wes).

SDCAR: 1. D. Leeder/R. Millar (Yam); 2. P. Lewis/Jamie Macy (Kaw); 3. K. McIntyre/M. Pernandez (Yam); 4. D. Partain/D. Albright (Kaw).

SUP: 1. Bobby Campbell (Wes); 2. Angela Hale (Wes); 3. Jeremy Aden (Jaw); 4. Mitch Hall (Jaw); 5. Rodney Sherman (Jaw).

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

* World C'ship Road Race Series

7/18	Mugello, Italy
8/1	Donington, England
8/15	Brno, Czechoslovakia
9/5	Misano, Italy
9/12	Laguna Seca, CA, USA
10/3	Kyalami, South Africa

* Tentative

World C'ship Superbike Road Race Series

7/18	Brno, Czechoslovakia
8/8	Anderstorp, Sweden
8/22	Johor, Malaysia
8/29	Sugo, Japan
9/12	Assen, Holland
9/26	Monza, Italy
10/3	Donington Park, England
10/24	Mexico City, Mexico

World C'ship 125cc MX Series

7/18	Laguepie, France
8/1	Interlagos, Brazil
8/8	Amtitlan, Guatemala
8/29	Janjimup, Australia

World C 'ship 250cc MX Series

7/11	Maracay, Venezuela
7/18	Budds Creek, Maryland, USA
8/1	Nykoping, Sweden
8/8	Vantaa, Finland
8/22	Suzuka, Japan

Info 614/891-2425

World C'ship 500cc MX Series

7/18	Mill, Netherlands
8/1	Namur, Belgium
8/8	Folkendange, Luxembourg
8/22	Sverepec, Czechoslovakia
8/29	Geneva, Switzerland

Motocross des Nations

9/12	Schwanenstadt, Austria

International Six Days Enduro

10/11-16	Assen, Holland

World C'ship Endurance Road Race Series

7/25	Suzuka, Japan
9/18-19	Paul Ricard, France
10/17	Johor, Malaysia
10/24	Phillip Island, Australia

World C'ship Observed Trials Series

7/18	Vielia, Spain
7/25	St. Julian, Andorra
9/5	Vantaa, Finland
9/12	Kinna, Sweden
9/26	Pateley Bridge, England

Trial des Nations

10/2	Kilbroney, Ireland

AMA Grand Nat'l C'ship Series

7/17-18	Syracuse, NY M
7/31	Oklahoma City, OK HM
8/8	Peoria, IL TT
8/11	Rapid City,SD HM
8/14	Dallas, TX
8/21	Indianapolis, IN M
8/28	Mineralwells, WV HM
9/5	Springfield, IL M
9/18	Castle Rock, WA TT
10/2	Sacramento, CA M
10/9	Pomona, CA HM

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

7/24	Oxford, ME ST
9/11	Bellingham, WA ST

Info 61/891-2425

AMA 883 Nat'l C'ship Dirt Track Series

7/18	Syracuse, NY M
8/11	Rapid City, SD HM
9/5	Springfield, IL M

Info 614/891-2425

AMA Continental Tire 883 Nat'l C'ship Series

8/11	Rapid City, SD HM
10/9	Ponoma, CA HM
10/24	Daytona Beach, FL RR

Info 614/891-2425

AMA Regional C'ship Dirt Track Series

8/14	Springfield, OH HM
8/27	Greenville, OH HM
9/17	Castle Rock, WA TT

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

7/25	Troy, OH
8/1	San Bernardino, CA

Info 614/891-2425

AMA 125/500 Nat'l C'ship MX Series

8/8	Washougal, WA
8/15	Millville, MN
8/29	Binghamton, NY
9/5	Delment, PA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

7/17-18	Braselton, GA
7/31-8/1	Brainerd, MN
8/7-8	Lexington, OH
8/28-29	Sonoma, CA
10/2-3	Atlanta, GA

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

7/25	S. Edmeston, NY
9/12	Millfield, OH
10/24	Flat River, MO
11/7	Wickenburg, AZ

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

8/1	Teller City, CO
8/8	Lansing, MI
9/5	New Waverly, TX

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

9/12	Wendover, NV
10/24	Lucerne Valley, CA

Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series

8/29	Laurelville, OH
9/19	Bunner Ridge, WV
10/3	Elkins, WV
10/17	Elizabeth, WV
10/31	Mt. Morris, PA
11/14	Greeneville, TN

Info 304/594-1157

AMA Nat'l C'ship Hillclimb Series

8/1	Jefferson, PA
9/12	Freemansburg, PA
9/19	Middlebury, IN
9/26	Jefferson, PA
10/10	Oregonia, OH

Info 614/891-2425

AMA Suzuki Dual Sport Trail Ride Series

8/1-7	Cadilliac, MI
8/14-15	Yamhill, OR
9/11-12	Land Between Lakes, KY
9/18-19	Berkshire, NY
9/25-26	Columbus, IN
10/2-3	McArthur, OH
10/9-10	Plymouth, MA
10/9-10	Angels Camp, CA
10/23-24	Cottonwood, AZ
11/26-28	L.A. to Barstow to Las Vegas

Info 614/891-2425

AMA Southeastern Regional MX C'ship Mega Series

7/25	Wytheville, VA
8/1	London, KY
8/22	Blountville, TN
9/12	Blountville, TN
10/23-24	Blountville, TN

Info 615/323-5497

AMA/CCS C'ship Cup Series

7/17-18	Braselton, GA
7/17-18	MA Summit Point, WV
7/17-18	NE Loudon, NH
7/24-25	MW GL AHRMA Beloit, IL
7/31-8/1	Brainerd, MN
7/31-8/1	SF SE Faulkville, GA
7/31-8/1	NE Bridgehampton, NY
8/7-8	Lexington, OH
8/14-15	SF W. Palm Beach, FL
8/21-22	MW AHRMA Beloit, IL
8/28-29	Sears Point, CA
8/28-29	SF SE Talladega, AL
8/28-29	GL AHRMA Grattan, MI
8/28-29	NE Loudon, NH
9/4-5	SF SE Faulkville, GA
9/4-5	NE Bridgehampton, NY
9/4-5	SW Las Vegas, NV
9/11-12	MA Summit Point, WV
9/11-12	MW Beloit, IL
9/18-19	SF W. Palm Beach, CA
9/18-19	SE MA Braselton, GA
9/18-19	NE Loudon, NH
9/18-19	SW Phoenix, AZ
9/25-26	MW GL Grattan, MI
10/9-10	Pomona, CA
10/9-10	NE Loudon, NH
10/9-10	SW Phoenix, AZ
10/21-24	Daytona Beach, FL
12/12	SF W. Palm Beach, FL

Info 704/684-4297

NMA Grand Nat'l MX C'ship

8/3-7	Ponca City, OK

Info 310/868-8112

WERA Pro Road Race Series *

7/23-25	Clermont, IN
8/13-15	Pocono, PA
10/28-31	Braselton, GA

* Tentative

Info 916/582-0451

WERA Nat'l C'ship Series

Mid-Atlantic Region

7/31-8/1	Rockingham, NC
8/7-8	Summit Point, WV
8/13-15	Long Pond, PA
9/4-5	Garrettsville, OH
10/2-3	Garrettsville, OH
10/9-10	Summit Point, WV

Southeast Region

7/17-18	Faulkville, GA
7/31-8/1	Rockingham, NC
8/13-15	Long Pond, PA
8/27-29	Millington, TN
9/18-19	Faulkville, GA
10/2-3	Talladega, AL
10/15-17	Faulkville, GA

Mid-Central Region

7/31-8/1	E. St. Louis, IL
8/13-15	Long Pond, PA
8/27-29	Millington, TN
9/4-5	E. St. Louis, IL
9/18-19	Hallett, OK
10/2-3	Talladega, AL
10/16-17	Hallett, OK

North Central Region

7/31-8/1	E.St. Louis, IL
8/13-15	Long Pond, PA
9/4-5	E. St. Louis, IL
9/11-12	Grattan, MI
10/2-3	Garrettsville, OH
10/9-10	Mt. Meriden, IN

South Central Region

7/24-25	College Station, TX
8/13-15	Long Pond, PA
8/21-22	Hallett, OK
8/27-29	Millington, TN
9/11-12	College Station, TX
10/16-17	Henderson, TX

WERA Grand Nat'l Final

10/27-31	Braselton, GA

Info 803/681-9372

WERA Nat'l Endurance Series

7/24	Clermont, IN
8/28	Millington, TN
9/11	College Station, TX
10/16	Faulkville, GA
10/30	Braselton, GA

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WERA Nat'l Vintage Series

7/17	Faulkville, GA
7/25	College Station, TX
7/31	Rockingham, NC
8/7	Summit Point, WV
9/4	Garrettsville, OH
9/4	E. St. Louis, IL
9/12	College Station, TX
10/9	Summit Point, WV
10/9-10	Mt. Meriden, IN
10/28	Final Braselton, GA

AHRMA Historic Cup Series

7/24	Beloit, IL
8/28	Grattan, MI
9/18	Steamboat Springs, CO
10/9-10	Talladega, AL

Info 715/842-9699

BMW Classic Cup Series

8/28	Grattan, MI
9/18	Steamboat Springs, CO

Info 715/842-9699

AHRMA/Vintage Iron Nat'l MX Series

7/17	Linnville, OH
7/31	San Bernardino, CA
8/7	Southwick, MA
8/28-29	Colmesniel, TX
9/17	Steamboat Springs, CO
9/25	Buchanan, MI
10/16-17	Hollister, CA

Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series

10/9-10	Talladega, AL

Info 715/842-9699

AHRMA Northeast MX C'ship Series

7/25	Sleepy Hollow, PA
8/7	Southwick, MA
9/5	Raceway Park, NJ
9/26	Southwick, MA

Info 201/767-9654

AHRMA Southeastern MX Series

8/14	Ocala, FL
10/2	Dade City, FL
11/3	Holiday Downs, GA

Info 715/842-9699

AHRMA Midwest MX Series

7/17	Linnville, OH
8/15	Antioch, IL
9/25	Buchanan, MI
10/9	Aztalan, WI

Info 414/684-4331

AHRMA West Regional Series

7/31	San Bernardino, CA
9/26	Fernley, NV
10/3	Palmdale, CA
10/17	Hollister, CA
11/7	Tulare, CA

Info 805/832-1955

AHRMA NorCal MX Series

9/26	Fernley, NV
10/17	Hollister, CA

Info 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series

7/17	Linnville, OH
8/11	Sturgis, SD
8/28	Lake Odessa, MI
9/15	Steamboat Springs, CO
10/2-3	Weedsport, NY
10/9-10	Dallas, TX

Info 715/842-9699

AHRMA/British Bike Magazine Trials Series

7/24-25	Norden, CA
8/7	Toronto, OH
9/12	Beaumont, KS
9/16	Steamboat Springs, CO
10/10	White City, IL
10/23	Newnan, GA

Info 715/842-9699

AHRMA Pacific Coast Road Race Series

9/25	Portland, OR

Info 510/228-5117

Vintage Dirt Track Racers Assn. Series

8/1	HM Oklahoma City, OK
8/2-3	HM Wakeeney, KS
8/8	HM Hutchinson, KS
8/9-10	HM Stockton, KS
9/3	HM Davenport, IA

Info 918/445-0671

AHRMA Mid-Atlantic Vintage Trials Series

7/18	Mainesburg, PA
8/7	Toronto, OH
10/10	Toughkenamon, PA

Info 410/775-7209

AHRMA Mid-America Vintage Trials Series

8/29	Wauzeka, WI
10/10	White City, IL

Info 715/842-9699

USCRA Vintage Road Race Series

8/21-22	Mosport, Ont., CAN
9/4-5	Bridgehampton, NY
9/17-18	Bridgehampton, NY

Info 603/239-6778

ECEA C'ship Enduro Series

7/18	Blain, PA
8/8	Middlebury Center, PA
8/15	Speedsville, NY
8/29	Mauricetown, NJ
9/12	Shippensburg, PA
9/19	Brandonville, PA
9/26	West Greenwich, RI
10/3	Greenbank, NJ
10/17	New Lisbon, NJ
10/31	Bear, DE
11/14	Warren Grove, NJ

Info 609/657-6338

ECEA C'ship Hare Scrambles Series

7/25	Fair Hills, MD
8/22	Reading, PA
9/5	Ft. Indiantown Gap, PA

Info 908/657-6338

ECEA Dual Sport Series

8/1	New Lisbon, NJ
8/22	Ridge, L.I., NY
10/10	Indian Mills, NJ

Info 908/657-6338

NETRA C'ship Enduro Series

7/25	Webster, MA
8/1	New Boston, MA
8/8	Adams, MA
9/12	Windsor, MA
9/26	W. Greenwich, RI
10/3	Wrentham, MA
10/24	Chester, CT
11/7	Stafford, CT
11/21	W.Warren, MA

NETRA C'ship Hare Scrambles Series

7/18	Windsor, MA
8/15	Union, CT
8/22	Temple, NH
8/29	Cheshire, MA
9/19	Petersburg, NY
9/26	S. Edmeston, NY
10/10	Fishouse, NY
10/16-17	Bourne, MA

Info 203/875-5757

NETRA Observed Trials Series

7/18	Meriden, CT
7/25	Portsmouth, NH
9/5	Escoheag, RI
10/3	Ware, NH

Info 508/429-7675

NETRA C'ship Turkey Run Series

8/15	Newport, NH
8/22	Gardner, MA
8/29	Washington, MA
9/5	Allenstown, NH
9/12	Swiftwater, NH
9/19	New Boston, MA
10/9-10	Plympton, MA
10/17	Winchendon, MA
10/31	Central Village, CT
11/7	Berlin, MA
11/28	Plympton, MA
12/12	Plympton, MA

Info 203/875-5757

NETRA Jr. Enduro Series

8/14	Union, CT
8/21	Webster, MA
9/18	Brimfield, MA
10/16	Bourne, MA

Info 203/875-5757

NESC C'ship Motocross Series

7/18	Southwick, MA
7/25	Middleboro, MA
8/1	Southwick, MA
8/8	Middleboro, MA
8/15	Lewiston, ME
8/22	Central Village, CT
8/29	Southwick, MA
9/5-6	Lewiston, ME
9/12	Southwick, MA
9/19	Middleboro, MA
9/26	Central Village, CT
10/3	Southwick, MA
10/10	Middleboro, MA
10/17	Southwick, MA
10/24	Middleboro, MA
10/31	Middleboro, MA

Info 413/772-0685

MO Hare Scrambles C'ship Series

7/18	Russellville, MO
8/8	Sedalia, MO
8/22	Collins, MO
8/29	Jefferson City, MO
9/19	Canton, MO
10/17	Jefferson City, MO
10/24	(Nat'l) Flat River, MO

Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

7/17-18	Columbus, OH
8/7-8	Norwalk, OH
8/28-29	Ennis, TX
10/22-24	Memphis, TN

Info 205/849-7886

AMRA All Harley Drag Series

7/17-18	Clarksville, TN
7/31-8/1	Farmington, NC
8/14	Mesick, MI
8/21-22	Fairmont, IL
8/29	Benton, MO
9/5	Avilla, IN
9/18-19	Morocco, IN
10/2-3	Bowling Green, KY

Info 708/250-0838

NMRA Drag Racing Series

7/17	Palmdale, CA
8/14	Bakersfield, CA
9/18	Las Vegas, NV
11/20	Palmdale, CA

Info 805/944-5454

ProStar Drag Racing Series

8/20-22	Indianapolis, IN
9/3-5	Atco, NJ
9/9-12	Atco, NJ
10/15-17	Huntsville, AL
11/12-14	Gainesville, FL

Info 609/768-4624

SERA Enduro Series

7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Lake Nimrod, AR
9/19	Meridan, MS
10/3	Jemison, AL
11/7	Maplesville, AL

SERA Hare Scramble Series

9/5	Clanton, AL
10/17	Tupelo, MS
TBA	Coushata, LA
TBA	Jonesboro, LA

FMC Motocross Series

7/17	Dade City, FL
7/25	Ocala, FL
8/1	Orlando, FL
8/22	Ocala, FL
8/28	Dade City, FL
9/5	Ocala, FL
9/12	Reddick, FL

Info 904/721-7520

LISC Motocross Series

9/18	Bridgehampton, NY
10/9	Bridgehampton, NY
10/23	Bridgehampton, NY
11/6	Bridgehampton, NY
11/20	Bridgehampton, NY

Info 516/728-7727

NY State C'ship Hare Scrambles Series

7/25	South Edmeston, NY
8/1	Little Genesee, NY
8/29	Rew, PA
9/12	Ellenville, NY
9/26	South Edmeston, NY
10/10	Maple View, NY
10/24	Gowanda, NY

Info 315/895-7654

WNYSC Motocross Series

7/18	Silver Springs, NY
7/25	Hunt, NY
8/1	Palmyra, NY
8/8	Hunt, NY
8/15	Silver Springs, NY
8/22	Palmyra, NY
9/5	Hunt, NY
9/12	Silver Springs, NY
9/19	Batavia, NY

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750cc Grand National & R.K. Stratman 883cc National

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4th Annual
HI SIERRA DUAL SPORT ADVENTURE
August 21/22, 1993

Start & Finish each day at the Sierra Summit Ski Resort of Lake Huntington in the Sierra Nat'l forest on the Western Sierra side. BBQ Sat. night at Sierra Summit for all riders & guests.

This ride takes in fantastic terrain and views of the entire area near Yosemite Nat'l Park. 40 RV camping participants camp FREE at Sierra Summit. (First Come, First Served). Lake Huntington is located 1½ hours east of Fresno on Hwy. 168.

Friday, 8/20	Sign-in open 7-11pm
Saturday, 8/21	Sign-in & Start 7-8 am
Saturday, 8/21	BBQ Dinner 7-9 pm
Sunday, 8/22	Sign-in & Start 7-8 am

ENTRY FEE:
2 Days $70 (includes BBQ & T-Shirt)
1 Day $50 (includes BBQ & T-Shirt)
AMA Members receive $5 discount on entry
Passengers Ride **FREE** (BBQ & T-Shirt Extra)
T-SHIRTS FOR MAIL ENTRIES ONLY!
Reservations: Sierra Summit
(209) 893-3305
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Call for Mail Entry Forms
Info (714) 992-9291

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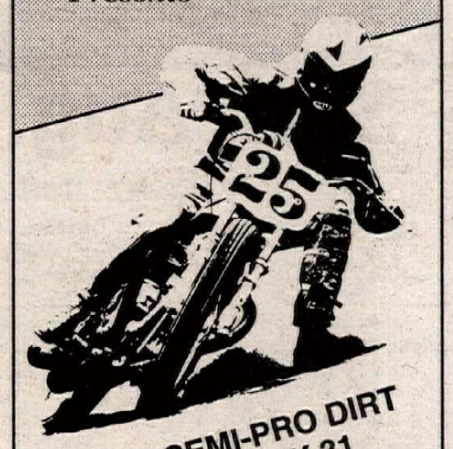

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AMA SANCTIONED

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Races Start **1pm**

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Goshen, IN

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July 18 - Lake Perris Raceway (*"SUPER" NEW TRACK!*)
Aug. 8 - Amago Raceway, Palomar, CA
Aug. 26-27-28-29 - Reno, Nevada !! - *"INTERNATIONAL CHALLENGE" U.S.A.- CANADA - JAPAN -MEXICO*
California Mini Road Race Association - Call (714) 891-0187

CALENDAR

9/26	Palmyra, NY
10/3	Hunt, NY
10/10	Silver Springs, NY
10/17	Auburn, NY
10/24	Batavia, NY

CRA Vintage MX Series

7/31	Linnesville, PA
TBA	Medina, OH
9/12	Ravenna, OH
10/17	Amherst, OH

Info 216/636-5505

CRA Fall MX Series

9/12	Ravenna, OH
9/19	Salem, OH
9/25	Linnesville, PA
10/17	Amherst, OH
10/24	Malvern, OH

Info 216/636-5505

CRA C'ship Road Race Series

7/17-18	Brainerd, MN
9/18-19	Brainerd, MN

Info 612/332-4070

AMA KY C'ship Hare Scrambles Series

8/22	Eagle Creek, KY
9/12	Tennyson, IN

Info 606/472-3442

AMA Hot Summer Nights Series

7/17	Knoxville, TN
8/7	Knoxville, TN
8/21	Knoxville, TN
9/4	Knoxville, TN

Info 615/573-5425

Virginia C'ship Hare Scrambles Series

9/5	Dillwyn, VA
9/19	Middlebrook, VA
10-/3	Martinsville, VA
10/17	Newport News, VA
11/7	Surry, VA

Info 804/255-4620

Sabine Enduro Circuit

7/25	Goodman, MS
8/8	Dry Prong, LA
8/22	Lake Nimrod, AR
9/5	New Waverly, TX
10/3	Nacogdoches, TX
10/17	Oklahoma City, OK
11/7	Muenster, TX

Info 903/845-3553

Black-Jack Enduro Circuit

7/25	Goodman, MS
8/8	Breezy Hill, LA
8/22	Foursche Junction, AR
9/5	Gainesville, TX
9/19	Stillwater, OK
10/3	Chadwick, MO
10/17	Oklahoma City, OK
10/31	Tulsa, OK

Info 316/342-4436

RMEC C'ship Enduro Circuit

8/1	Woodland Park, CO
8/8	Steamboat Springs, CO
9/19	Stillwater, OK
9/26	Buena Vista, CO
10/3	Cloudcroft, NM
10/17	Oklahoma City, OK
10/31	Tulsa, OK

Info 307/742-4136

OMRRA Road Race Series

7/18	Portland, OR
8/7-8	Portland, OR
9/25-26	Portland, OR
10/17	Portland, OR

Info 503/221-1487

Canadian Supercross Series

8/21	Montreal, Quebec

Info 416/363-9035

CMA Canadian Nat'l C'ship Cross Country Series

8/1	Racehorse Creek, Alta, CAN
8/15	Lethbridge, Alta, CAN

CMA Canadian Nat'l C'ship Hare Scrambles Series

8/29	Drayton, Ont., CAN
9/12	Lethbridge, Alsa, CAN
9/26	Base Borden, Ont., CAN
10/3	Wheatley, Ont., CAN

CMA Canadian Nat'l C'ship Enduro Series

9/18-19	Bobcaygeon, Ont., CAN
10/24	Primrose, Ont., CAN

Info 416/522-5705

CMA Nat'l C'ship Dirt Track Series

7/17	Welland, Ont., CAN ST
7/24	Welland, Ont., CAN ST
7/31	Welland, Ont., CAN ST
8/1-2	Peterboro, CAN HM
8/7-8	Trois Rivieres, PQ, CAN HM
8/12	Tillsonburg, Ont., CAN HM
8/21-22	Leamington, Ont., CAN HM
8/29	Sarnia, CAN HM
9/12	Sarnia, CAN HM

Info 519/632-7802

International Old Timers MX Association Series

7/31-8/1	TBA, OR
8/14-15	Rock Springs, WY
8/28-29	Mammoth Mountain, CA
9/4-5	Fernley, NV
9/11-12	Huron, CA

Info 209/688-3949

USBA Road Race Series

7/25	Salt lake City, UT
8/22	Salt Lake City, UT
9/11-12	Salt Lake City, UT
9/25-26	Salt Lake City, UT

Info 801/535-4625

IERA Hare Scrambles Series

9/26	Thurman, IA
10/10	Hills, IA

Info 515/795-3440

IERA Enduro Series

8/29	Stratford, IA
9/19	Winterset, IA
10/3	Barlett, IA
10/24	Reinbeck, IA

Info 515/795-3440

Golden Crown of Baja Off Road Desert Race Series

7/23-25	Gran Carrera de Ensenada Ensenada, B.C., MEX
9/17-19	G.C. de Campeones San Felipe, B.C., MEX

Info 818/340-5750

Grans Prix de Baja Series

8/14	Ensenada Gran Prix Ensenada, B.C., MEX
10/16	Rio Colorado/Puerto Penasco Sonora, MEX
11/20	San Felipe Gran Prix San Felipe, B.C., MEX

Info 818/340-5750

LaPlaya MX GP Series

8/15	Rosarito, B.C., MEX
10/3	Rosarito, B.C., MEX
12/5	Rosarito, B.C., MEX

Info (001-52-661) 22525

CMRA Road Race Series

7/24-25	College Station, TX
8/21-22	Hallett, OK
9/11-12	College Station, TX
10/16-17	Henderson, TX

Info 713/342-9032

Texas Cross Country Assn. Series

8/29	Terrell, TX
9/12	High Grove, TX
9/26	Montague, TX
10/10	Decatur, TX
10/24	Euless, TX

Info 817/346-1132

Oklahoma Cross Country Assn. Series

8/29	Pooleville, OK
9/12	Ardmore, OK
9/26	Oklahoma City, OK
10/10	Stillwater, OK
10/24	Braggs, OK
11/7	Oklahoma City, OK

Info 405/386-6088

WSMC/Willow Springs Road Race Series

7/17-18	Rosamond, CA
8/14-15	Rosamond, CA
9/18-19	Rosamond, CA
10/16-17	Rosamond, CA
11/20-21	Rosamond, CA
12/18-19	Rosamond, CA

Info 805/256-1234

ATA C'ship Observed Trials Series

9/12	Cactus Flat, CA
10/3	Corral Canyon, CA
10/31	Lucerne Valley, CA
11/28	Lucerne Valley, CA

Info 213/259-6631

Southeastern Trials Riders Assn. Series

7/17-18	Chattanooga, TN
8/21-22	Livingston, KY
9/11-12	Soddy Daisy, TN
9/25-26	Griffin, GA
10/23-24	Newman, GA
11/13-14	Belvedere, TN

Info 615/842-8288

AFM Road Race Series

8/7-8	Sonoma, CA
9/4-5	Sonoma, CA
9/25-26	Sonoma, CA
10/10	Sonoma, CA

Info 510/537-8208

Nor Cal YSR C'ship Series

7/25	Sacramento, CA
8/22	Sacramento, CA
9/19	Sacramento, CA
10/17	Sacramento, CA
11/17	Sacramento, CA

Info 916/485-9200

CMRRA YSR Road Race Series

7/18	Perris, CA
8/6-7	Las Vegas, NV
8/27-29	Reno, NV
9/9	Palomar, CA
10/10	Perris, CA
10/30-31	Rosamond, CA
11/6-7	Bakersfield, CA
11/14	Palomar, CA
12/11-12	Perris, CA

Info 714/891-0187

CMC Trans-Cal MX Nat'ls

8/14	N Sacramento, CA
8/22	S Adelanto, CA
8/29	N Carson City, NV
8/29	S Ramona, CA
9/4	N Marysville, CA
9/5	S Temecula, CA
9/5	O Albany, OR
9/19	O Eugene, OR
9/25	N Marysville, CA
9/26	S Adelanto, CA
9/26	O Albany, OR
10/2 -3	Final Adelanto, CA

Info 619/246-7262

WMRRA Road Race Series

8/15	Seattle, WA
9/12	Seattle, WA
10/3	Bremerton, WA
10/24	Seattle, WA

Info 206/972-4499

Sound of Thunder Four-Stroke Series

7/31	San Bernardino, CA
9/10	Mammoth Lakes, CA

Info 209/832-7168

WRA Road Race Series

7/24-25	Bakersfield, CA
8/7-8	Las Vegas, NV
11/6-7	Bakersfield, CA
11/20-21	Las Vegas, NV

Info 209/723-9454

MRA Road Race Series

8/1	Second Creek, CO
8/15	Pueblo, CO
8/29	Mountain View, CO
9/18-19	Steamboat Springs, CO
10/3	Second Creek, CO

Info 303/530-5678

JULY

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

• Denotes Pro Payback

July 14

CALIFORNIA DRAGS
NMRA Drag Series/Coors Series. L.A. County Raceway, Palmdale. Info 916/635-4040.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Lawrence County Fair, Chesapeake. Info 614/596-2057.

July 15

ILLINOIS HALF MILE
AMA/Badger Racing Assn. Vermillion County Fair, Danville. Info 414/699-3387.

July 16

CALIFORNIA MOTOCROSS
GFI Racing North/Supersport. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
Summer Showdown #6. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA SPEEDWAY
SRA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SHORT TRACK
BRA Summer Series. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA/Rosenau - Night at the Races. Milan Cycle City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
• CMC/Scott Bikini Nite/Michael's Reno Suzuki Yamaha. Silver State MX, Carson City. Info 702/267-4392.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN SHORT TRAK
• AMA/Badger Racing Assn. Dunn County Fair, Menominee. Info 414/699-3387.

July 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS SHORT TRACK/TT
• West Siloam Springs Speedway, Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
• GFI. Pioneer Speedway, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
• Rojo Productions/Cycle World Series #1. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA STADIUM SX
• GFI Racing North/Supersport Promotions. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• CMC. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
COLORADO SUPERCROSS
• SRAC/Extreme Promotions. Grand Junction Fairgrounds, Grand Junction. Info 303/933-7722.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info 904/784-4787.
FLORIDA MOTOCROSS
FMC. Dade City Raceway, Dade City. Info 904/721-7520.
FLORIDA MOTOCROSS
Summer Series. ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-2884 or 623-6038.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 706/278-1620.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MILE
• AMA/D-15/Fast Track Racing. Indiana State Fairgrounds, Indianapolis. Info 219/426-5528.
KENTUCKY MOTOCROSS
• Edmonson County Raceway, Elizabethtown. Info 502/286-8334.
KENTUCKY MOTOCROSS
Pilot Hill MX, Irvine-Ravenna. Info 606/723-4303.
MINNESOTA SHORT TRACK
DTRA. Isanti County Fairgrounds, Cambridge. Info 612/560-0062 or 560-7818.
NEVADA CROSS COUNTRY
• SNARE/Fast Line Racing. Night Desert Team Races. Nellis Sand Dunes, Las Vegas. Info 702/452-8157.
NEW YORK ARENACROSS
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
• Hot Summer Nights Series. Silver Creek MX, Morganton. Info 704/584-0776.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
D-12/Buckeye Series. Glass City M.C., Delta Motorsport Park, Delta. Info 419/666-8413.
OHIO SPEEDWAY/SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OKLAHOMA MOTOCROSS
Bob Howard Aut Mall/Dr. Pepper Nighttime Nat'l. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.
TENNESSEE MOTOCROSS
AMA Hot Summer Nights Series. I-40 MX, Knoxville. Info 615/573-5425 or 986-1617.
TENNESSEE SUPERCROSS
• AMA. App Fair, Gray. Info 615/323-5497.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info210/663-6419 or 521-2069.
WISCONSIN DRAGS
NHRA Jr Drag Racing League Series. Great Lakes Dragaway, Union Grove. Info 818/914-4761.

July 17-18

CALIFORNIA ROAD RACE
• Willow Springs M.C. Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.
CALIFORNIA MINI RACE
CMMC. Barona Raceway, Ramona. Info 619/561-9016.
NEW YORK SHORT TRACK
• AMA Grand Nat'l C'ship Dirt Track Series/Mike Kidd Promotions. New York State Fairgrounds, Syracuse. Info 817/834-2298.
OHIO DRAGS
• IDBA Super Series. Firecracker Nat'ls. National Trail Raceway, Columbus. Info 205/849-7886.
PENNSYLVANIA TT
• The Challenger, Jacksonville. Info 412/726-5494.
TENNESSEE DRAGS
8th Annual AMRA Clarksville All Harley Nat'l Drags. Clarksville Dragstrip, Clarksville. Info 615/648-1607.
TENNESSEE TRIALS
Southeastern Trials Riders Assn. Chattanooga. Info 615/842-8288.

July 18

ARIZONA MOTOCROSS
Whiplash Racing/GFI AZ. Thunder Valley MX, Mayer. Info 602/437-5767.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 909/880-1733.
CALIFORNIA MINI RACE
CMRRA. Lake Perris Raceway, Perris. Info 714/891-0187.
CALIFORNIA TRIAL
AMA/PITS. LaPorte. Info 209/293-4768.
CALIFORNIA GRAND PRIX
SRA. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CONNECTICUT TRIALS
NETA Observed Trials Series. Meriden M.C., Meriden. Info 508/429-7675.
GEORGIA MOTOCROSS
A Place to Ride MX Park, Monroe. Info 404/267-4828.
ILLINOIS SWAP MEET/
FIELD EVENTS
J & P Promotions. 8th Annual M.C. Parts Extravaganza Ride-In Show & Field Events. Will County Fairgrounds, Peotone. Info 319/462-6011.
INDIANA HARE SCRAMBLE
2-Man Hare Scrambles. Haspin Acres Rec. Motor Park, Laurel. Info 317/698-2420 or 513/874-8400.
KANSAS MOTOCROSS
KMSA C'ship Series. Great Bend. Info 913/842-8272 or 316/792-7513.
KENTUCKY MOTOCROSS
Tri-State Series. Daniel Boone MX Park, London. Info 606/877-1364.
MASSACHUSETTS
HARE SCRAMBLES
NETRA C'ship Series. Greylock. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick Info 413/772-0685.
MEXICO MOTOCROSS
• Tecate Grand Prix Series/Sucro Raing Promotions. Tijuana, B.C. Info 619/585-9381.
MINNESOTA MOTOCROSS
AMA. Midway Rec. Park, Kellogg. Info 507/534-2841.
MISSOURI HARE SCRAMBLES
MO Hare Scrambles C'ship Series. Russellville. Info 314/343-7458.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Phillipsburg. Info 308/928-2503.
NEW MEXICO MOTOCROSS
• CMC/MPM MX Promotions. Aztec MX Park, Aztec. Info 505/334-9719.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. South Woods Sportsmen, Holiday Mtn. Ski Area, Monticello. Info 518/828-6149.
NEW YORK MOTOCROSS
WNYSC Series. Silver Springs MX Park, Rock Glen. Ino 716/786-5596 or 786-2157.
NEW YORK MOTOCROSS
AMA/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Marshall. Info 704/645-3097.
OHIO MOTOCROSS
D-12/MMDA/Glass City M.C. Delta Motorsport Park, Delta. Info 419/666-8413 or 822-3286.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OKLAHOMA MOTOCROSS
Elk City MX Assn., Elk City. Info 405/243-1723 or 225-3265.
OREGON MOTOCROSS
Cycle Trax. Clarks Branch MX, Roseburg. Info 503/673-1671 or 839-4849.
OREGON ROAD RACE
OMRRA. Portland Int'l Raceway, Portland. Info 503/221-1487.
OREGON MOTOCROSS
• CMC. Eugene MX, Eugene. Info 503/928-4474 or 364-3187.
PENNSYLVANIA ENDURO
ECEA C'ship Series. Blain. Info 609/657-6338.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
TENNESSEE SUPERCROSS/TT
Rose Racing, Somerville. Info 901/465-4511.
VERMONT MOTOCROSS
VMA C'ship Series. Rider Hill MX Park, Derby. Info 802/476-6515 or 434-3241.

July 19

OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Adams County Fair, West Union. Info 614/596-2057.

July 21

CALIFORNIA MOTOCROSS
Rojo Productions/Marty Smith Series #1. Starwest SX Park, Moreno Valley. Info 714/855-2707.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Perry County Fair, New Lexington. Info 614/596-2057.

July 22

OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Jackson County Fair, Wellston. Info 614/596-2057.

July 23

CALIFORNIA SPEEDWAY
• SRA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIORNIA MOTOCROSS
Summer Showdown #7. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• GFI Racing North/Supersport. Lil Okie Raceway, Madera. Info 209/673-8080.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Rosenau Night at the Races. Milan Cycle City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
• CMC/PJ-1 Oils. Silver State MX, Carson City. Info 702/267-4392.
NEW YORK SHORT TRACK
AMA/On-Time Productions of NY. Orange County Fair Speedway, Middletown. Info 914/343-4826 or 496-9735.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.

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GLEN HELEN

Wed., July 14	Speedway - Fabulous 50's Night	6:30 P.M.
Sat., July 17	Dealer Series Make Up Date	6:30 A.M.
Sat., July 17	Open MX Practice	8:00 A.M.
Sat., July 17	Open Kart Practice	8:00 A.M.
Sun., July 18	CRC MX & Open MX Practice	6:30 A.M.
Wed., July 21	Speedway - Lotto - Guaranteed	6:30 P.M.
Sat., July 24	No MX Practice	
Sun., July 25	MTEG Off Road Races	6:30 A.M.
Wed., July 28	Speedway-Bruce Penhall Classic	6:30 P.M.
Thu., July 29	No MX Practice	

Track Watered and Prepped
Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 1pm-2pm
Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
Sun. Open MX Practice
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Sun., July 25		Hollister Hills
Sun., Aug. 8	Rnd. 7 - Hi-Point	Hollister Hills
Sun., Aug. 22		Hollister Hills
Sun., Sept. 19		Metcalf Motorcycle Park
Sun., Sept. 26		Hollister Hills

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Old Timers MX Association
Race Schedule
Sun., July 18 Glen Helen/MX/CRC
Sun., July 25 LACR/MX/CRC
For Information Call (714) 633-9503

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CYCLE NEWS NIGHT AT SPEEDWAY

Friday July 30, 1993

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Speedway Motorcycle Racing
Gates Open 6:30 -First Race 8:00 P.M.
Coupon Good Only 7-30-93
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Special " Cycle News Night " Offer
Stop by the Cycle News tent near the ticket window - start or renew your Cycle News subscription at the event - Friday Night, July 30 only - Get into Speedway and the Swapmeet FREE!

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Come early, go to the swapmeet and watch a full program of handicap and scratch speedway racing!
Speedway info: Call International Speedway (714) 492-9933
Swapmeet Info: Call Intershows (714) 364-2542

CRC California Race Schedule
100% PRO PAYBACK

Wed., July 14	Night Practice	LACR
Fri., July 16	Night MX/300% Pro Payback	LACR
Sat., July 17	Practice	LACR
Sun., July 18	MX	Glen Helen
Wed., July 21	Night Practice	LACR
Fri., July 23	Night MX	LACR
Sat., July 24	Practice	LACR
Sun., July 25	MX	LACR

CRC Info (805) 272-8889

LACR Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889
1993 Happenings At The Motocross Track

Wed., July 14		Night Practice
Fri., July 16	300% Pro Payback	Night MX
Sat., July 17		Practice
Wed., July 21		Night Practice
Fri., July 23		Night MX
Sat., July 24		Practice
Sun., July 25		CRC MX

Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
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(310) 868-8112
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NORWALK, CA 90650
National Motosport Association

SRA GP California Schedule

Members		Non Members
July 18	Carlsbad	
August 8	Glen Helen	
Sept 12	Glen Helen	

Info (714) 957-2985

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GFI RACING (909) 371-3434

Sat., July 17	GFI at Night Saturday Evening MX #6	Perris
Sat., July 24	GFI at Night Saturday Evening MX #7	Perris
Sat., Aug. 7	GFI Super Saturday Morning MX	Perris
Sat., Aug. 7	GFI at Night Saturday Evening MX #8	Perris

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SPEEDWAY RACING
Every Friday Night
OC Fairgrounds / Costa Mesa, CA

July 16	No Speedway Racing (O.C. Fair)
July 23	No Speedway Racing (O.C. Fair)
July 30	Cycle News Night

Info: (714) 492-9933

Sunrise Valley Raceway
Every Thursday & Saturday
Open M/C Practice 9 a.m. to 6 p.m.
Track Prepped & Watered
CMC Sand Drags
Saturday, July 24
SVR (619) 246-7262

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CALENDAR

PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

July 24

ALABAMA SUPERCROSS
Warrior Supercross, Warrior. Info 205/841-7538 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
GFI Arizona. Mountain View Raceway, Tucson. Info 602/437-5767.
ARKANSAS SHORT TRACK/TT
West Siloam Springs Spedway, Siloam Springs. Info 918/437-4657 or 422-5488.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
• GFI. Pioneer Speedway, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
• Rojo Productions/Cycle World Series #2. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA STADIUM MX
• GFI Racing North/Supersport Promotions. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
FLORIDA MOTOCROSS
ProSports USA Summer Series. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
GEORGIA SUPERCROSS
• Calhoun SX, Calhoun. Info 404/943-4935.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 706/278-1620.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
A Place to Ride MX Park, Monroe. Info 404/267-4828.
ILLINOIS SUPERCROSS
AMA/D-17/Moto Pro, Inc. Megacross Shootout Series. Tri-County Fairgrounds, Mendota. Info 815/539-9021.
INDIANA SHORT TRACK
• AMA/D-15/Fast Track Racing. Upland Lyons Club Park, Upland. Info 319/426-5528.
KENTUCKY MOTOCROSS
• Edmonson County MX Raceway, Elizabethtown. Info 502/286-8334.
MAINE SHORT TRACK
• AMA 600 Nat'l Dirt Track Series/Mike Kidd Promotions. Oxford. Info 817/834-2298.
MINNESOTA SHORT TRACK
• AMA/Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEW YORK SHORT TRACK
Square Deal Riders M.C. Afton Fair Invitational, Afton. Info 607/723-2288.
OHIO SPEEDWAY/SHORT TRACK
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SHORT TRACK
AMA/Ohio State C'ship/D & B Racing Promotions. Logan County Fair, Bellefontaine. Info 419/991-8124.
OHIO MOTOCROSS
CRA. Western Reserve M.C. Amherst. Info 216/988-9100.
OHIO MOTOCROSS
• AMA/Dunlop Day. Kenworthy's GP Club, Troy Info 513/335-4763.
OHIO DUAL SPORT
Honda Riders Club of America. Honda Homecoming. Honda of America Manuf. Plant, Marysville. Info 310/783-3980.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SUPERCROSS
• CMC Western States Nat'l/Albany Supercross Round #3, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
WISCONSIN HALF MILE
• AMA. Vintage Marshfield TT Riders. Clark County Fairgrounds, Neillsville. Info 715/384-4555.
WISCONSIN DRAGS
NHRA Jr Drag Racing League Series. Great Lakes Dragway, Union Grove. Info 818/914-4761.

July 24-25

CALIFORNIA TRIALS
AHRMA Nat'l. Observed Trials/ Starman Productions. Donner Ski Ranch, Norden. Info 916/967-0262.
CALIFORNIA ROAD RACE
WRA Series. Bakersfield Speedway, Bakersfield. Info 209/723-9454.
IDAHO MOTOCROSS
• SIRA/EIMA Coca-Cola Series. Rupert Fairgrounds, Rupert. Info 208/524-5831.
WASHINGTON SUPERCROSS
• CMC Western States Nat'l. Albany Supercross, Albany. Info 503/928-4474 or 364-3187.

July 25

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SMOOTH TRACK
AMA/D-36/Chicken Ranch Racing. Argyll Park, Dixon. Info 916/989-4938.
CALIFORNIA YSR RACE
NorCal YSR C'ship Series. Rattlesnake Raceway, Sacramento. Info 916/537-7141 or 485-9200.
CALIFORNIA MOTOCROSS
• CMC Summer Series. Sunrise Valley Raceway, Adelanto. Info 619/246-7262.
CALIFORNIA OFF ROAD
• MTEG. Glen Helen OHV Park, San Bernardino. Info 909/880-1733.
CALIFORNIA SHOW
2nd Annual Mikuni Calendar Bike Show. Contests/Seminars/Exhibits. Museum of Flying, Santa Monica. Info 310/392-8822.
CALIFORNIA ROAD RIDE
Road Ride to Air Show. Cycle Imports, Santa Clara. Info 408/246-0200.
CALIFORNIA MOTOCROSS
GFI/Motowest Racing. Hollister Hills MX Park, Hollister. Info 408/238-8208 or 637-2073.
COLORADO MOTOCROSS
Yampa Valley Sportsmen Riders Club, Craig. Info 303/824-7238.
DELAWARE MOTOCOSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Reeves Promotions. County Line Raceway, Ona. Info 813/751-2116.
FLORIDA MOTOCROSS
FMC. Florida Motorsports Complex, Ocala. Info 904/721-7520.
FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipley. Info 904/638-1012.
IDAHO MOTOCROSS
Huetter MX Park, Cour D'Alene. Info 208/667-7905 or 773-2956.
INDIANA HARE SCRAMBLE
AMA/D-15/Riders M.C. Ligonier. Info 219/352-2382.
ILLINOIS TRIALS
Canton M.C., Canton. Info 309/647-3009.
INDIANA MOTOCROSS
AMA/D-15. Medaryville. Info 317/897-3127.
IOWA MOTOCROSS
AMA. Sateline Trailriders Assn. Lamoni MX Park, Lamoni. Info 515/784-6121.
KANSAS HARE SCRAMBLES
KMSA. 2-Hr./1-Man. Northeast Kansas MX, Westmoreland. Info 913/456-2516.
KENTUCKY HARE SCRAMBLE
Eagle Creek M.C. Park, Owenton. Info 606/472-3442.
KENTUCKY MOTOCROSS
• KORR C'ship Series. Sprockets II, Rose Hill. Info 316/636-5113.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Tri-State, Webster. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.
MISSISSIPPI ENDURO
SERA Enduro Series/Sabine Enduro Circuit/Black-Jack Enduro Circuit. Pole Pen Enduro. Central MS Enduro Team, Goodman. Info 205/979-4542 or 903/845-3553.
MISSISSIPPI MOTOCROSS
Cedar Lake MX Park, Byhalia. Info 601/781-2645.
NEW HAMPSHIRE TRIALS
NETA Observed Trials Series. Portsmouth. Info 508/429-7675.
NEW HAMPSHIRE HILLCLIMB
New England Hillclimbers Assn. Lebanon. Info 413/788-7406.
NEW JERSEY MOTOCROSS
• AMA/Tucker-Rocky C'ship Event. Raceway Park, Englishtown. Info 908/446-6331.
NEW YORK SHORT TRACK
AMA. Square Deal Riders M.C., Harpursville. Info 607/723-9784 or 693-2634.
NEW YORK MOTOCROSS
AMA/D-34/Metropolitan Sports Committee. Del-Ray Enterprises, Lembo Lake, Modena. Info 518/828-6149.
NEW YORK HARE SCRAMBLES
AMA Nat'l C'ship Hare Scrambles Series/NY State Series. Thunder Ridge M.C., S. Edmeston. Info 607/847-6520.
NEW YORK MOTOCROSS
WNYSC. Hunt Moto Park, Hunt. Info 716/476-2697.
OHIO DIRT DRAGS
• Mid-Season C'ship. Morristown Raceway Park, Morristown. Info 614/782-1015.
OHIO MOTOCROSS
CRA. Amherst Meadowlarks M.C., Amherst. Info 216/988-9100.
OKLAHOMA MOTOCROSS
Doug Kirkpatrick Northdale Motoplex, Muldrou. Info 918/626-3936.
OREGON ENDURO
NORA M.C. Lone Squirrel ISDE Qualifier. Tillamook Forest. Info 503/359-0414.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
TENNESSEE MOTOCROSS
KY-TN MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
AMA. Christiana Raceway, Christiana. Info 615/896-3245.
UTAH ROAD RACE
USBA/Honda CBR Challenge. Bonneville Racway, Salt Lake City. Info 801/535-4635.
VERMONT MOTOCROSS
VMA C'ship Series. Rider Hill MX Park, Derby. Info 802/476-6515 or 434-3241.
VIRGINIA MOTOCROSS
• AMA/VA State C'ship. Pro Sport MX, Wytheville. Info 703/228-3118 or 615/323-5497.
WASHINGTON SHORT TRACK
AMA/D-27/Tacoma M.C. Thurston County ORV Park, McCleary. Info 206/845-2505.
WYOMING MOTOCROSS
• SRAC/Cheyene Cycle Club, Cheyene. Info 303/933-7722.

July 28

CALIFORNIA MOTOCROSS
Great Northern Promotions. El Dorado County Fair, Placerville. Info 916/489-3839.
CALIFORNIA MOTOCROSS
• Rojo Productions/Marty Smith Series #2. Starwest SX Park, Moreno Valley. Info 714/855-2707.
MINNESOTA SHORT TRACK
DTRA Series. Isanti County Fairgrounds, Cambridge. Info 612/560-0062 or 560-7818.
OHIO MOTOCROSS
AMA/D-11/American Motorsports, Inc. Fayette County Fair, Washington Courthouse. Info 614/596-2057.
OKLAHOMA SHORT TRACK
AMA Youth/Amateur TT Dirt Track Nat'ls. State Fair Speedway, Oklahma City. Info 817/834-2298.

July 29

OKLAHOMA SHORT TRACK
AMA Youth/Amateur Dirt Track Nat'ls/Mike Kidd Promotions. State Fair Speedway, Oklahma City. Info 817/834-2298.

July 30

CALIFORNIA MOTOCROSS
GFI Racing North/Supersport. Lil Okie Raceway, Madera. Info 209/673-8080.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
Summer Showdown. Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA SPEEDWAY
SRA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE MOTOCROSS
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
MICHIGAN MOTOCROSS
MRA. Suzuki Challenge Series. Milan Cycle City, Milan. Info 313/289-2100.
MISSOURI SUPERCROSS
AMA/MO State SX C'ship/Midwest Motosport. Clark County Fairgrounds, Kahoka. Info 816/727-2136.
NEVADA MOTOCROSS
• CMC/O'Neal USA. Silver State MX, Carson City. Info 702/267-4392.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
OKLAHOMA SHORT TRACK
AMA Youth/Amateur Short Track Nat'ls/Mike Kidd Promotions. Faxon Speedway, Lawton. Info 817/834-2298.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

July 30-31-Aug. 1

NEVADA ROAD RALLY/VINTAGE MX
AMA/D-36/Chicken Ranch Racing. Yerington Classic, Lyon County. Info 415/756-3547.

July 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS SHORT TRACK/TT
• West Siloam Springs Speedway,

Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
AMA 125/250 Nat'l C'ship Series/ AHRMA West Regional MX Series. Glen Helen OHV Park, San Bernardino. Info 805/832-1955 or 909/880-1733.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA STADIUM SX
• GFI Racing North/Supersport Promotions. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• Rojo Productions/Cycle World Series #3. Starwest SX Park, Moreno Valley. Info 714/855-2707.
CANADA MOTOCROSS
MRA. Leamington Raceway, Ontario. Info 313/289-2100.
FLORIDA MOTOCROSS
ProSports USA Summer Series. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Bay County Speedway, Youngstown. Info 904/784-4787.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern Spercross, Tunnel Hill. Info 706/278-1620.
GEORGIA SUPERCROSS
• Wings & Wheels. Bremen SX, Bremen. Info 404/841-8464.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
A Place to Race MX Park, Monroe. Info 404/267-4828.
IDAHO MOTOCROSS
Midwest Masters of MX Series. MX Kingdom, Dallas County Fairgrounds, Adel. Info 515/285-6910.
ILLINOIS MOTOCROSS
AMA/D-15 & 17. Lincoln Trail Motosports Off Road Riding Park, Casey. Info 217/932-2041.
ILLINOIS HILLCLIMB
Cahokia Creek Dirt Riders, White City. Info 217/627-2459.
INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel. Info 317/698-2420 or 513/874-8400.
INDIANA HALF MILE
• AMA/D-15/Fast Track Racing. Converse Fairgrounds, Converse. Info 219/426-5528.
KANSAS MOTOCROSS
KMSA C'ship Series. Wichita. Info 913/842-8272.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NEVADA DESERT RACE
SNARE/Fast Line Racing. Team Night Race. Nellis Recreation Area, Las Vegas. Info 702/452-8157 or 641-6401.
NEW YORK ARENACROSS
NYS C'ship. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
• Hot Summer Nights series. Silver Creek MX, Morganton. Info 704/584-0776.
OHIO MOTOCROSS
AMA/D-11/Action Sport Promotions. Nelsonville. Info 614/594-6686.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Tuscarawa County Fairgrounds, Dover. Info 614/596-2057.
OHIO SHORT TRACK/SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
CMCA/BCR/D-12. Buckeye Series. Glass City M.C. Delta Motorsport Park, Delta. Info 419/666-8413 or 822-3286.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/791-8970.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SUPERCROSS
• CMC/Old Timers Nat'l. Albany Supercross, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Holeshot Raceway, Linnesville. Info 814/683-5655.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-1617.
WISCONSIN TRIALS
WOTA Series. North of Hixton. Info 715/963-5821.
WISCONSIN HALF MILE
MSS Double Thunder Series. Marshfield Speedway, Marshfield. Info 715/384-4555.
WISCONSIN DRAGS
NHRA Jr Drag Racing League. Great Lakes Dragway, Union Grove. Info 818/914-4761.

July 31-Aug. 1

IOWA TRIALS
All Iowa Trials Riders Assn. Series. Harry Griffieon Farm, Decatur. Info 515/752-2892 or 442-3403.
NORTH CAROLINA DRAGS
AMRA All Harley Drags United Nat'ls. Farmington Dragway, Farmington. Info 615/763-2241.
VERMONT MOTOCROSS
VMA C'ship Series/NEMA Series. Rider Hill MX Park, Derby. Info 802/476-6515 or 802/434-3241.
WISCONSIN DRAGS/SHOW
• Big Bucks Bike Bracket Bash. Great Lakes Dragway, Union Grove. Info 414/878-3783.
WYOMING MOTOCROSS
HPMA Series. Lusk Dirt Riders, Lusk. Info 307/334-2737.

August 1

ALABAMA HARE SCRAMBLES
Perry Mountain M.C. Team Hare Scramble. Reynolds Pasture, Maplesville. Info 205/872-0619.
CALIFORNIA MOTOCROSS
• Motolink. Glen Helen OHV Park, San Bernardino. Info 909/880-1733.
CANADA SHORT TRACK
2nd Annual Kawartha Downs Summer Classic. Kawartha Downs Raceway, Peterborough. Info 519/632-7802.
CANADA MOTOCROSS
MRA. Leamington Raceway, Leamington, Ontario. Info 313/289-2100.
COLORADO MOTOCROSS
• SRAC/Colorado Motorsports Productions. Aurora Track, Aurora. Info 303/933-7722.
COLORADO ENDURO
RMEC Series. Woodland Park. Info 307/742-4136.
FLORIDA MOTOCROSS
FMC. Orlando MX Park, Orlando. Info 94/721-7520.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info 208/245-3608 or 245-4940.
ILLINOIS POKER RUN
Bloomington-Normal M.C., Wapella. Info 217/445-2536.
ILLINOIS MOTOCROSS/ HARE SCRAMBLES
AMA/D-15 & 17. Lincoln Trail Motorsports, Casey. Info 217/932-2041.
KANSAS HARE SCRAMBLES
KMSA 2-Hr. H.S. Northeast KS MX, Westmoreland. Info 913/456-2516.
KENTUCKY MOTOCROSS
• Kawasaki KY State C'ship/Mega Series. Daniel Boone MX Park, London. Info 606/877-1364.
MARYLAND DRAGS
• ProStar Sportsman Regional. Maryland Int'l Raceway, Budds Creek. Info 609/768-4624.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Berkshire Mudslinger, New Boston. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MEXICO MOTOCROSS
• Tecate Grand Prix Series/Sucro Racing Promotions. Albergue Dif Race Track, Tecate, B.C. Info 619/585-9381.
MICHIGAN TT
AMA/D-14/GD Racing. I-96 Speedway, Lake Odessa. Info 616/642-6500 or 784-6363.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Palmyra. Info 308/928-2503.
NEW JERSEY MOTOCROSS
• AMA/F.W. Speer Yamaha. Powerline Park, New Egypt. Info 908/752-7305.
NEW YORK MOTOCROSS
AMA/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK HALF MILE
AMA/On-Time Productions of N.Y. Orange County Fair, Middletown. Info 914/343-4826 or 914/496-9735.
NEW YORK MOTOCROSS
AMA/D-34/Metropolitan Sports Committee. Claverack MX, Claverack. Info 518/828-6149.
NEW YORK HARE SCRAMBLES
AMA/NY State H.S. Series. T & P Motor Park, Little Genesee. Info 716/928-2837.
NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Marshall. Info 704/645-3097.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Uhrichville. Info 614/922-4775.
OHIO MOTOCROSS
CRA. Moto-X Enterprises. Summit County Fairgrounds, Akron. Info 216/948-1478.
OKLAHOMA MOTOCROSS
OK State Series. Elk City MX Assn. Elk City. Info 405/243-1723 or 225-3265.
OREGON SUPERCROSS
• CMC/Old Timers Nat'l. Albany SX, Albany. Info 503/928-4474.
OREGON MOTOCROSS
• CMC. Eugene MX, Eugene. Info 503/484-5217.
PENNSYLVANIA HILLCLIMB
New England Hillclimbers Assn. Tyler Hill. Info 413/788-7406.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA MOTOCROSS
AMA. Brownsville-Luzerne City Park, Brownsville. Info 804/594-1157.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Flying Dutchmen M.C., Pine Grove. Info 717/345-6340 or 8734.
TENNESSEE MOTOCROSS
KY-TN-MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

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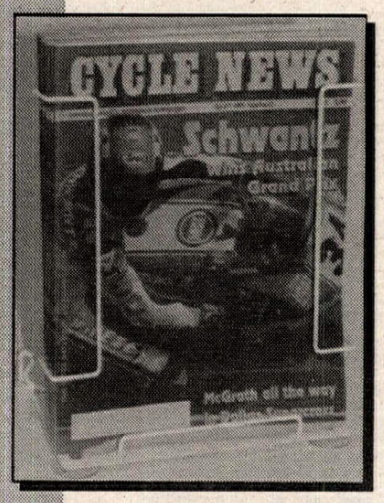

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■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USG P as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 /50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media Group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title of "King Wayne" in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81 B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malayslan RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91 - White Lightning brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 105 minutes from Duke Video USA.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#403A) 1991 World Superbike USA
Doug Polen and Scott Russell established their rivalry at the Brainerd USA round of the 1991 World Superbike Series, the last World Superbike race run in the US. 55 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleasi 60 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110) 1990 Blackwater 100
The original "'Blackwater-The Video", 60 minutes of the 1990 World's Toughest Race; from Motovideo.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, and make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#21) Fudamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking like new-and save hundreds of dollars. Joe Minton hosts. From Tech Tapes.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows your how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club road-racing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■■■

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1 971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hiliclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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Motocross
Smith Rd. Raceway
Medina, OH
July 3
By Clydine Hensley

SR I
Kerry Hearn Yam
Dave Blauman Kaw
Ralph Geiss KTM
Ron Laughlin Yam
Carl Davis Kaw
SR II
Charles Sprosty Jr. Yam
Don Sprague Hon
Butch Baur Hon
Tom Rickbrodt Hon
Chuck Barracato KTM
250 C
Jake Davis Kaw
Doug Chester Hon
Dan Johnson Suz
Wayne Ramsey Hon
Mark Kowalski Hon
125 C
Brian Belsole Hon
Nate Brosius Kaw
Jason Pudelski Hon
Greg Terrell Kaw
Mike Carver Hon
PRO 125
Vince Karnow Hon
C.J. Klein Kaw
Eric Nepodal Suz
Jim Larkman Yam
Mike Clingon Kaw
PRO 250
Vince Karnow Hon
C.J. Klein Kaw
Rick Bailey Yam
Kevin Cook Yam
Ray Vagarasoto Hon
MINI SR
Brian Karnow Yam
Matt Delpropost Kaw
Fred Henderson Kaw
MINI JR
Chucky Sprosty Yam
Ryan Kane Hon
P/W
Jameson Sprosty Yam
Caleb Ramsey Suz
Jason Sprosty Yam

Short Track
Electric City Riders
Duanesburg, NY
June 27
By Larry Dagostino

50 B
Dustin Cardona I-J
Eric Kvinlaug Yam
Joseph Angelo III Yam
Sean Keeley Yam
Steven Cardona Suz
George Paticopoulos Hon
50 A
Tom Newell Yam
Michael Alexander Yam
William Worford III Yam
Lowell Carson Yam
60
Cam Rafferty Kaw
Scott Morrison Jr. Kaw
Thomas Keeley Yam
Michael Alexander Kaw
Mary Newell Kaw
80
Aaron Creamer Yam
Harley Hadaway Kaw
Matt Keeley Yam
Mike Lowsbury
William Stigberg Suz
125 AM
James Conklin Hon
James McGivern Yam
Jeremy Thompson Hon
Matthew Keeley Yam
Aaron Creamer Kaw
250 AM
Garth Bastian Hon
Gregg Saraphin Hon
Daniel Linen Hon
Ricky Soles Oss
Stan Nittiskie Hon
OPN AM
Gregg Seraphin Hon
Frank Carpinello Yam
Istvan Bolvari Yam
Stan Nittiskie Rtx
John Martino Yam
VIN
Ricky Soles Oss
Bill Anderson Bul
Jeff Kvinlaug Yam
David Decker Oss
Joe Angelo Hon
SR B
Michael Ingalsbe Yam
Ricky Soles Oss
Frank Carpinello Yam
James Miller Hon
James Mugits Yam
SR A
Bill Newell Yam
Jeff Kvinlaug Yam
S/SR
Michael Ingalsbe Yam
Thomas Robert Hon
250 EX
Roger Durkee Hon
Duane Veeder Hon
Jay Skidmore Hon
Jody Phelps Hon
Chris Wnuk Hon
OPN EX
Roger Durkee Rtx
Bill Newkirk Hon
Justin Coolbeth Rtx
Chris Wnuk Rtx
Jay Skidmore Rtx
SPTSMN
Justin Coolbeth Rtx
Jay Skidmore Rtx
William Newell Tri
Thomas Buzzi Rtx
125 TT
Daniel Linen Hon
Adam Kraiza Kaw
OPN TT
Doug Noraski Suz
Mario Darpino Kaw
Eric Bouchard Yam
Bryon Seyfried Yam
John Nartino Suz
750
Bill Anderson Tri
James Miller Hon

Motocross
Sacramento Raceway
Sacramento, CA
July 2
By Jennifer Trimp

P/W 3-5
Nicholas Dunn Yam
Jimmy Crandall Suz
Ben Gregg Yam
Nathanael Lucero Yam
P/W 6-9
Bobby Thompson Yam
60
Ryan Wallace Kaw
Mikey Frakes Kaw
Mikie Northrop Kaw
80 9-16
Nate Williams Suz
Monty Merrithew Suz
Ryan Fennie Suz
80 12-13
Jeff Northrop Suz
Richard Rodriguez Yam
125 BEG
Phil Lovell Yam
John Schwindt Kaw
Mark Henry Hon
Jim Grant Yam
125 JR
Carl Baker Kaw
Tim Hansen Kaw
Nick Northrop Suz
Jess Merrithew Suz
Martin Markle Suz
250 BEG
Erik Week Hon
Chris Davidson Yam
Isaac Cordova Yam
George Morgan Hon
250 JR
Don Mendenhall Suz
Guillermo Calderon Hon
Martin Markle Suz
Robert Woehrle Kaw
Todd Doll Suz
VET BGR
Erik Week Hon
Isaac Cordova Yam
Clark Plummer Hon
125 PRO
Spud Walters Suz
Rodney Smith Suz
Pat Gomm Suz
Aaron Cantrelle Suz
Jon Nelson Suz
250 PRO
Rodney Smith Suz
Scott McElroy Suz
John Stark Suz
Spud Walters Suz
Eric Ducray Suz

Motocross
Palmyra Racing Assoc.
Palmyra, NY
June 27
By G.D. Mosher

51
Jody Smith Yam
Troy Clark Yam
Michael Sick Yam
Matt Bulman Yam
Ken Nichols Yam
60
Aryc Hughson Kaw
Jamie Robinson Kaw
Marshall McFarland Kaw
Jack Carpenter Yam
Bradley Bourne Kaw
JR 85
Adam Bourne Kaw
Aryc Hughson Kaw
Ben Held Kaw
Jamie Robinson Kaw
Marshall McFarland Kaw
SR 85
Shawn Murray Kaw
Luke Young Yam
Joe Hargett Yam
A.J. Miller Hon
Mikey Legno Suz
85 CMBD
Mikey Legno Suz
Shawn Murray Kaw
Joe Hargett Yam
Aryc Hughson Kaw
Luke Young Yam
SCHLBY 125
Dean Bush Hon
Josh Rizzo Kaw
Jeff Lanieu Yam
Tommy Lake Kaw
Bob Niess Suz
125 BEG
Jeff Hatfield Suz
Ron Paprocki Jr. Hon
Paul Rebis Suz
Chris Bardeen Hon
Scott Bellinger Hon
125 NOV
Dean Armstrong Suz
Seth Enslow Kaw
Jeremy Bellinger Hon
Michael Thesing Kaw
Patrick Schulz Kaw
125 AM
Jason Baron Yam
Chad Kresge Kaw
Chris Blake Suz
John Carroll Kaw
Dean Bush Hon
125 EX
Bill Silvarole Kaw
Bruce Stratton Suz
Brian Austin Suz
Jon Rightmire Suz
Justin Berg Kaw
OPN BEG
Fred Garrett Kaw
Christopher Lohr Suz
Gary Rogers Kaw
Neil Redden Kaw
Bill Chenard Hon
OPN NOV
Joe Santora Hon
Joe Celso Yam
Gary McFarland Kaw
Tom Ernst Kaw
Marc Giannini Suz
OPN AM
Chad Kresge Kaw
Jeff Eller Hon
Jake Ellsworth Hon
Jeff Garlocki Suz
Chris VanHyning Yam
OPN EX
Brian Austin Kaw
Bill Silvarole Kaw
Bruce Stratton Suz
Scott Ghidiu Kaw
Marty Merz Kaw
SR C
Dennis Mulcahey Hon
David Howell Yam
Robert Champlin Yam
Tom Acquilano Kaw
John Dubois Kaw
John Dubois Yam
SR B
Scott Wild Yam
Perry Brandon Hon
Dave Walters Suz
Mark Porretta Hon
Kevion DeJac Kaw
SR A
Marty Merz Kaw
Ted Holt Yam
Joe Fioco Hon
Jeff Fregoe Kaw
Brian Broadwell Suz
25+ A
Brian Austin Kaw
Joe Ellington Yam
Marty Merz Kaw
Ted Holt Yam
Brian Tromblay Hon
17-24 CMBD
Jon Righmire Suz
Tom Whalry Jr. Suz
Mark VanNorman Kaw
Ed VanBallegooyen Yam
Aaron Brushingham Hon
25+ B
Michael Latone Kaw
Mark Porretta Hon
Scott Rhinehart Kaw
Tim Becht Kaw
Ned Murier Hon
VIN/WDS
Scott Wild Yam
Jim Cory Kaw
Scott Flohr Suz
Oscar Dejac Kaw
Mark Johncox KTM

Motocross
I-40 MX
Lenoir City, TN
July 3
By Jennifer Vinson

50 D
Rob Wooden Yam
Ryan Wooden Yam
Patrick Gabehart Yam
Tony Proffitt Yam
50 MOD
Allen Tuttle Yam
Steve Stone I-J
Michael Ridge Yam
Terry Hampton Yam
60
Christopher Heath Kaw
Adam Beeler Kaw
Jason Bault Yam
Adam Wilson Hon
Robin Wallace Kaw
80 D
Joseph Armes Yam
Joshua Collins Kaw
Rocky Carpenter Kaw
Ross Champion Yam
Adam Wilson Hon
80 JR
Thomas Emmett Yam
Anthony Nash Hon
William Hampton Kaw
Robert Shannon Kaw
Jason Bault Kaw
80 SR
Jason Welshan Kaw
Brandt Cashion Yam
Josh Knight Hon
Thomas Emmett Yam
Richard Wallace Kaw
SCHLBY
Andy Wilson Kaw
Barry Denton Hon
Jason Welshan Kaw
Travis Reagan Kaw
125 D
Steve McCory Yam
Rock Sisson Kaw
Chuck Greer Kaw
Kevin McCulley Yam
Mark Dobson Suz
125 C
Phillip Myers Yam
Chris Bault Suz
Joey Wheeler Kaw
Allen Wright Hon
Matt Worbes Suz
125 B
Shane Berryhill Hon
Tyler Carr Hon
125 PRO
Mike Brown Hon
John Vangelder Hon
Curt Libbey Kaw
250 D
Garry O'Briant Hon
Grant Johnson Hon
Shawn Wells Kaw
John Tatum Hon
Darrell Watts KTM
250 C
Phillip Myers Yam
Ken Campbell KTM
John Upton Suz
Wayne Harrison Suz
Glen McCoy Yam
250 B
Shane Berryhill Hon
Mike Linginfelter Yam
Jeff Byrd Yam
Kelly Anderson Suz
Charles New Hon
250 PRO
Mike Brown Hon
Curt Libbey Kaw
OPN
David Farris KTM
Gary Reynolds Kaw
END
Randy Farris KTM
Jeff Harris Suz
Gary Bishop Yam
Wayne Moore C-A
U/L AM
Mike Linginfelter Yam
Neal Wilson Kaw
John Upton Suz
Tyler Carr Hon
Chris Bault Suz
25+
Mark Guy Yam
Jeff Byrd Yam
Charles New Hon
Craig Greer Kaw
Joey Hall Kaw
30+
Mark Guy Yam
David Farris KTM
Ron Nelson Hon
Jeff Burchfiel Suz
Gary Allen Kaw
35+
Ron Nelson Hon
Lonnie Abbott Suz
N/C
Lonnie Abbott Suz
Gary Allen Kaw
Robert Sutton Hon
Brent Trentham Hon
Randy Sparks Kaw

Motocross
CMC Western States Territorial Raceway
Eugene, OR
July 3-4
By Deanna Holbrook

SATURDAY
50 STK
Andrew Elliott Yam
Adam Woods Yam
Nick Lachappelle Yam
Lenny Hill Yam
Lindsey Duval Yam
50 MOD
Ryan Barnes Yam
Brandon Lachappelle Yam
Casey Duval Yam
Lee Duval Yam
Jessica Luoto Yam
60 JR
Joshua Phillips Kaw
Randy Pekarek Kaw
Andrew Elliott Kaw
Clayton Kayser Kaw
60 SR
Derek Walkoski Kaw
Adam Woods Yam
Robert Childers Yam
80 BEG
John Meusling Yam
Jadd Horban Suz
Matt Springsteen Hon
Dusty Hill Kaw
Sean Connaghan Kaw
80 JR
Mike Merina Kaw
Matt Williams Yam
Brock Ewers Hon
80 INT
Sean Richardson Hon
80 OPN
Sean Richardson Hon
Mike Merina Kaw
Brock Ewers Hon
Caleb Kauffman Kaw
J.J. Spencer Kaw
50+
Eric Burkinshaw Hon
Don Burkin KTM
Randy Layne KTM
Al Hinkley KTM
Jim English Suz
WMN
Deanna Holbrook Hon
Cindy Foster Kaw
Judi Argo KTM
Erin O'Brian Kaw
Jessica Childers Yam
125 BEG
Glenn Prestholt Suz
Dan Kessler Hon
Sam Crawford Hon
Steve Bailey Kaw
Richard Burtch Kaw
UTH
Linc Linebaugh Hon
Paul Nauman Hon
Bret McCord KTM
Martin Nauman Hon
125 JR
Jonathan Kauffman Hon
Robb Fabrick Kaw
Russell Cree Hon
Butch Isaacson Hon
Billy Long Suz
125 INT
Brad Brunkal Hon
Jason Mathews Hon
Kirk Ridgley Kaw
250 BEG
David Elliot Yam
Jon Devorak Hon
Dan Kauffman Hon
Tate Short KTM
Steve Batchlor Kaw
250 JR
Dennis Roltherham Suz
John Feeley Kaw
Bret McCord KTM
Kip Mast Hon
Chad Gilbert Hon
250 INT
Kevin Yeager Hon
Jeremy Harwood Kaw
Ryan Leach Suz
Jason Mathews Hon
Brandon White Suz
250 PRO
Roby Leach Hon
500 BEG
Tod Colvin Hon
Tracy Mueller Hon
Tyler Specner Kaw
Ray Hall Hon
David Ruppel Hon
500 JR
Jason Smith KTM
Paul Nauman Hon
Mike Storm KTM
Rick Roberts Hon
Mike Childers Yam
500 INT
Kevin Yeager Hon
Steve Moeller Hon
BTH
Ryan Leach Suz
Jeremy Harwood Kaw
Jon Kauffman Hon
Robb Fabrick Kaw
Justin Moats Hon
30-40 JR
Jim Morris Yam
Scott Casey Suz
Dan Kauffman Hon
Steve Jackson Hon
Mike Childers Yam
30-40 INT
Mike Burke Hon
Dave Huerta Suz
Dave Hampton Yam
Mark Kristoff KTM
30-40 MNY
Jamie Claassen Kaw
OT JR
Pat Brown Kaw
Steve Baze Kaw
Cindy Foster Kaw
Randy Layne KTM
Al Hinkley KTM
SUNDAY
50 STK
Andrew Elliott Yam
Nick Lachappelle Yam
Adam Woods Yam
Ben Kauffman I-J
Lenny Hill Yam
50 MOD
Ryan Barnes Yam
Brandon Lachappelle Yam
Ricky Gunderson Yam
Casey Duval Yam
Lee Duval Yam
60 JR
Joshua Phillips Kaw
Andrew Elliott Yam
Randy Pekarek Kaw
Ricky Gunderson Yam
Rich Denevan Kaw
60 SR
Derek Walkoski Kaw
Adam Woods Yam
Robert Childers Yam
80 BEG
Jadd Horban Suz
Lee Carkhuff Suz
Matt Springsteen Hon
Dusty Hill Kaw
J.J. Spencer Kaw
80 JR
Mike Merina Kaw
Matt Williams Yam
Brock Ewers Hon
80 INT
Sean Richardson Hon
Dusty Lenaburg Suz
80 OPN
Dusty Lenaburg Suz
Sean Richardson Hon
Mike Merina Kaw
Brocks Ewers Hon
Matt Springsteen Hon
50+
Eric Burkinshaw Hon
Jim Denevan Suz
Jim English Suz
WMN
Deanna Holbrook Hon
Judi Argo KTM
Erin O'Brian Kaw
Carla Dewitt Cag
Jessica Childers Yam
125 BEG
Glenn Prestholt Suz
Steve Bailey Kaw
Erik Anderson Suz
Jeremy Manning Kaw
Richard Burtch Kaw
125 JR
Ryan Terlecki Hon
Billy Long Suz
Jeff Payne Hon
Jonathan Kauffman Hon
Robb Fabrick Kaw
125 INT
Jason Mathews Hon
Brad Brunkal Hon
Dale Corra Hon
250 BEG
Steve Batchelor Kaw
Dan Kauffman Hon
Tate Short KTM
Jon Devorak Hon
Martin Nauman Hon
250 JR
Dennis Rotherham Suz
Bret McCord KTM
Chad Gilbert Hon
250 INT
Kevin Yeager Hon
Jeremy Hardwood Kaw
Jason Mathews Hon
Brandon White Suz
Ryan Leach Suz
250 PRO
Roby Leach Hon
500 BEG
Ray Hall Hon
Tod Colvin Hon
Tyler Spencer Kaw
David Ruppel Hon
Daniel Brock Yam
500 JR
Paul Nauman Hon
Jason Smith KTM
Mike Storm KTM
Allan Dubray Kaw
500 INT
Kevin Yeager Hon
Dave Fox Kaw
BTH
Jeremy Harwood Kaw
Jon Kauffman Hon
Kirk Ridgley Hon
Robb Fabrick Kaw
Chad Gilbet Hon
UTH
Linc Linebaugh Hon
Dave Fox Kaw
Bret McCord KTM
Paul Nauman Hon
Martin Nauman Hon
30-40 JR
Scott Casey Suz
Jim Morris Yam
Dan Kauffman Hon
Mike Childers Yam
Alan O'Brian Yam
30-40 INT
Dave Huerta Suz
Rick Roberts Kaw
OT JR
Pat Brown Kaw
Cindy Foster Kaw
Steve Baze Kaw
Jim English Suz

Motocross
Silver State MX
Carson City, NV
July 2
By Joan Tiearney

60
Jimmy Hazel Kaw
Marshall Wright Hon
Steve DiLoreto Yam
Malcom Walker Kaw
Cory Krasel Kaw
80 9-11
Justin Scullen Kaw
Nathan Tiearney Hon
Drake McElroy Hon
80 12-13
Jacob Wilcox Hon
Michael DiLoreto Yam
J.J. Cummings Suz
Cody Kilam Kaw
Levi Stokes Hon
125 BEG
Steven Ordle Hon
Scott Roberts Kaw
Joe Machado Hon
Joe Specchio Hon
Nathan Dahl Hon
125 JR
John DePaun Hon
David Roberts Kaw
Cody Crummett Suz
Chris Ponsock Suz
125 INT
Joey Schultz Hon
Justin Tiearney Hon
125 PRO
Shane Esposito Hon
Todd McMaster Hon
Michael Harris Hon
250 BEG
Bill Kish Hon
Chuck Chitwood Yam
Eric Sireika Kaw
Kim Funke Kaw
250 JR
Greg King Kaw
Issac Kaluahini Yam
Ryan Borden Hon
Jeff Broskie Yam
Daren Shoop Hon
250 INT
Donny Roberts Hon
J.T. Summers Yam
Joey Schultz Hon
Justin Tiearney Hon
250 PRO
Kenny Lash Kaw
VET JR
Bill Kish Hon
Hurricane Hagen Yam
Dan Waller Hon
John Cummings Suz
VET PRO
Stuart Vogel Hon
Steve Vogel Hon
Mark Nason Kaw
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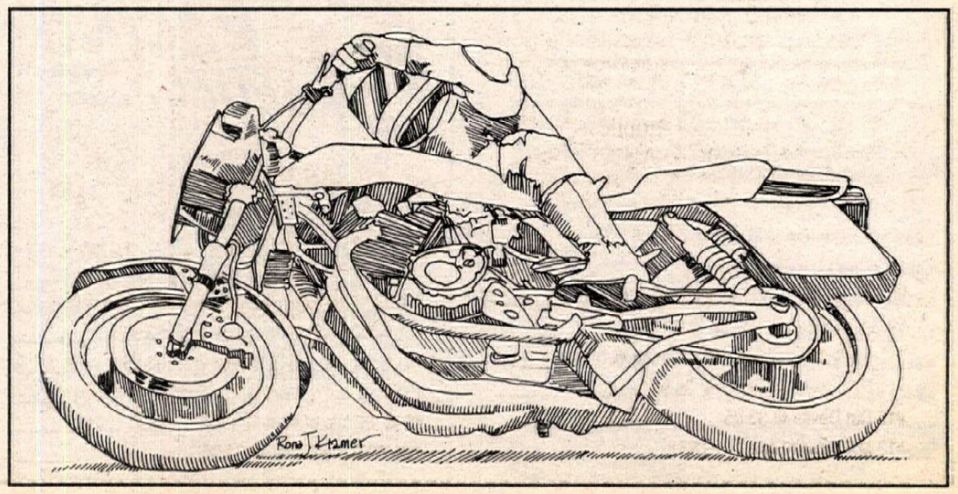
July 5
By Kelly Kisicki

125 EX
Chris Hunter Suz
Tracy Bachman Hon
Scott Merille Hon
Trent Hansen Hon
Paul Hunter Suz
250 EX
Chris Hunter Suz
Jeff Pargell Kaw
Chris Farley Kaw
Brian Taylor Hon
Trent Hansen Hon
125 B
Rodney Badberg Suz
Bill Holding Suz
Tim Peterson Suz
Chad Lyle Kaw
Mark Moock Suz
250 B
Mark Moock Suz
Mark Stice Yam
Jim Svoboda Hon
Dale Haith Yam
John Urbanaski Hon
OPN O/L A
Trent Hansen Hon
Chris Farley Kaw
Scott Mericle Hon
Jeff Parcell Kaw
Rodney Badberg Suz
OPN O/L B
Rob Pearce Suz
Clay Ogden Yam
Kevin Sherman Hon
Wade Calvin Hon
Brian Brinkman Suz
80 O/L
Chad Lyle Suz
Rodney Badberg Yam
D.J. Kunkel Suz
Joseph Miller Hon
Craig Emry Hon
VET B
Mark Stice Yam
Randy Driewer Kaw
Mike Hughes Kaw
Ron Slingsby Hon
Tom Ruhland Suz
VIN
John Knopp Suz
Craig Polhlmann Suz
Ken Lyle Suz
Vern Goodwin Hon
Shawn McNeil Yam
40+
Ron Slingsby Hon
Randy Driewer Kaw
Rod Larsen Yam
BMR
Rob Goodwin Kaw
Bob Johnson Suz
Frank Blake Hon
Jon Johnson Yam
80 A
Matt Gellenbeck Kaw
Jason Buggi Hon
Chris Novak Kaw
Ty Mumgaard Yam
80 B
Tyler Edwards Suz
Matt Sackscivsky Suz
Sam Furere Kaw
Dusty Blake
Oak Williams Kaw
60
Sam Fhuere Kaw
Matthew Fhuere Kaw
Brandi Millain Yam
NOV
Brian Brinkman Hon
Billy Pazbera Kaw
Clay Ogden Yam
Kevin Nitz Kaw
Ross Siedschlag Hon
BEG
Brian Kielian Kaw
Robert Weyant Yam
Kevin Antoniail Kaw
Keith Campbell Suz
Brian Mckim Hon
P/W
Colton McLain Yam
Alan Peterson Yam
Matthew Fhuere Yam
Ryan Lyle Yam
Matt Huffman Yam

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



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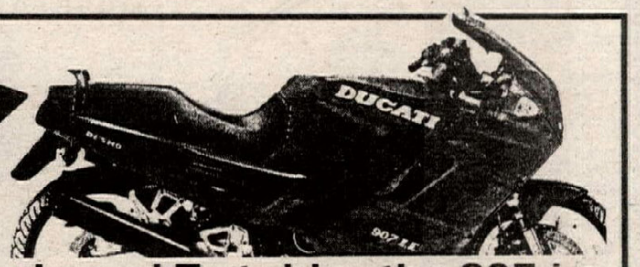

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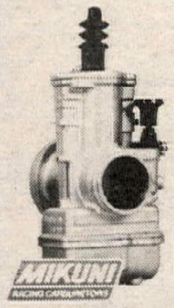

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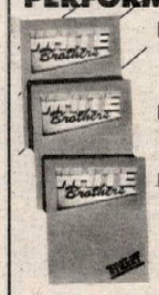

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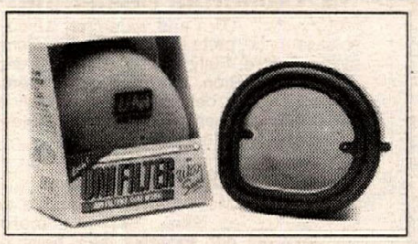

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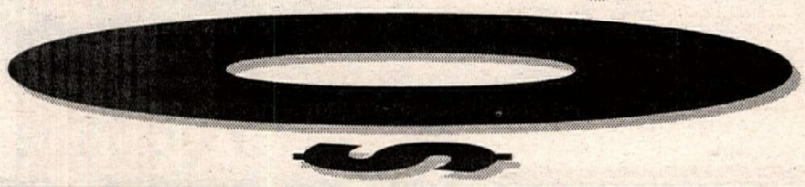

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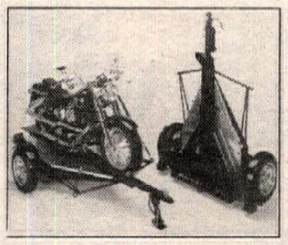

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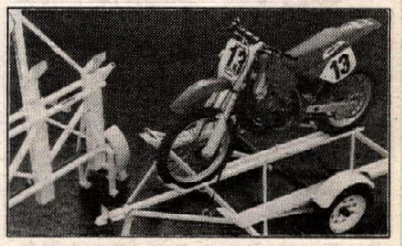

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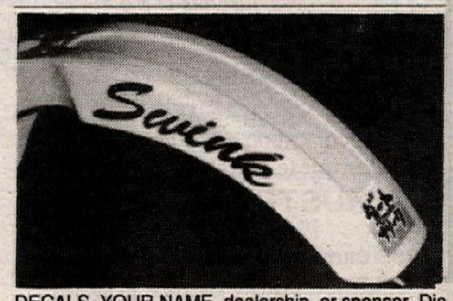

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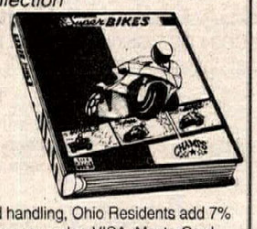

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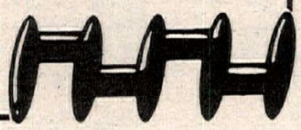

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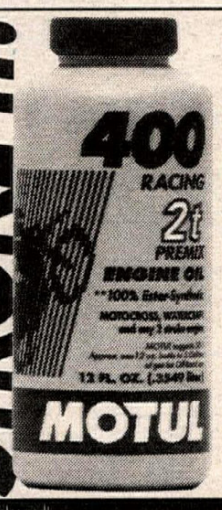

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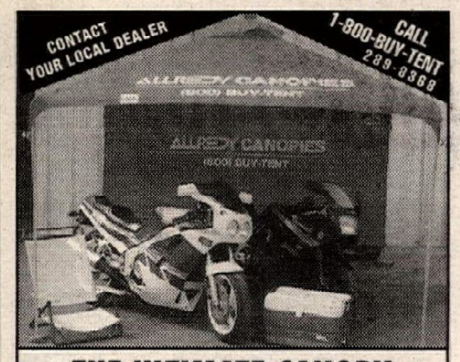

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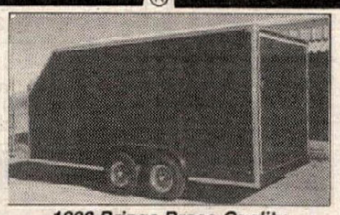

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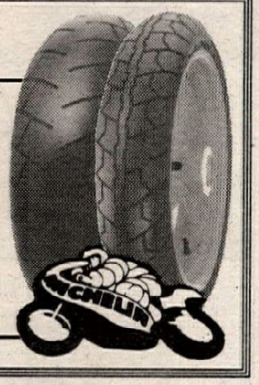

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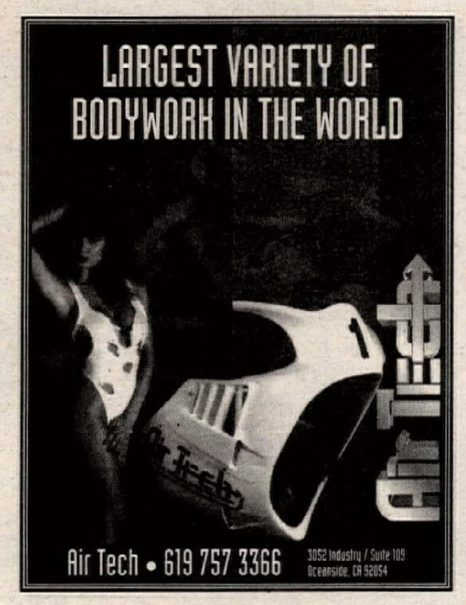

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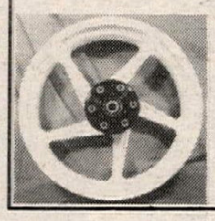

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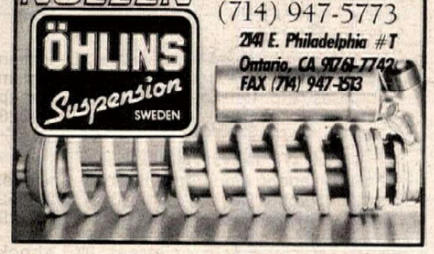

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1990 FZR1000 YAMAHA. Adult owned, excellent condition. 14,000 miles, $4,000. New carbon fiber muffler $190. Sportbike swingarm stand $70. (714) 847-7795. CA. (328)

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Parting Out
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YAMAHA 1993

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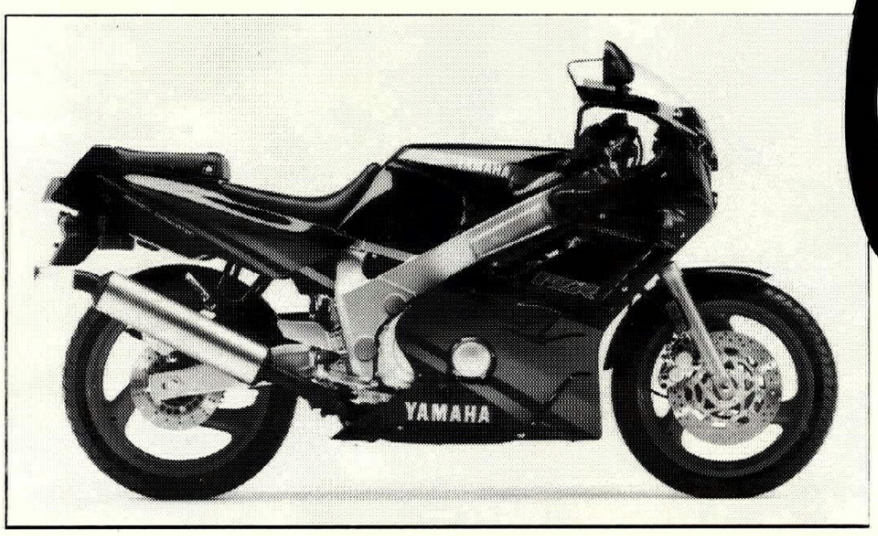
FZR1000



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Choose either the FZR600 or the FZR1000. Both will gladly get the job done. ■ The FZR600 is the nimblest sport bike that ever saw a checkered flag. And the FZR1000, with its 5-valve-per cylinder engine, has the kind of brute horsepower known to ripple pavement. ■ Both are propelled by Genesis technology engines, with forward angled liquid-cooled cylinders, downdraft carbs, free-flowing straight intakes and an ultra-light valvetrain. ■ They have computer designed Deltabox frames and swingarms for race-winning handling, stability and fine-line rigidity. Plus there's fully adjustable suspension so you can fine-tune your machine to any track or road conditions. And they have the ultimate seat/peg/bar position for precise rider response. ■ The 1993 FZR600 now incorporates dual halogen headlights for the ultimate in style and high visibility. And it's available with bright new colors and high contrast graphics. ■ Both are at the top end of high performance. They're complete with incredible handling. And legendary reputations. ■ If you enjoy precision street riding, then FZR is the tool you need. They get the job done. ■

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1993 YAMAHA

It looks more expensive than it costs. The styling caught your eye right away. It immediately makes you think of the excitement, freedom and exhilaration you get from motorcycling. This one has all the earmarks of being almost too much fun. It just makes you want to ride.

SECA II

Seca II is one of the best values that ever rolled down the road. You can tell from the styling that it's not a standard motorcycle. And it's not a fire-breathing one function machine either. ■ Seca II is the perfect blend of performance and versatility. It's built on the premise that a motorcycle can be built purely for the fun and freedom of riding. ■ It's incredibly responsive to your movements and demands, yet it's comfortable to ride, whether you're going solo or taking along a friend. Besides being a great value, it's an all-around performer. ■ Powered by an efficient 600cc lay-down Genesis-derived, six-speed engine, Seca II features downdraft carburetors for straighter fuel induction. Plus it has the torque and high end rpm to blitz a twisty road or roll smoothly down the freeway. ■ Seca II has attention-getting flair. There's a European influence, complete with a bold, "see me" engine style to show off the extensive details. ■ Seca II's broad performance suspension easily handles everything from city riding to twisty roads. Its racey aerodynamics keep wind away. And there are meticulous details that you probably won't discover until you've washed it a dozen times. ■ Seca II. It specializes in versatility. Dollar for dollar, it's the best all-around performer available. It's the one that will get you back into the enjoyment of riding a motorcycle. Back to the fun and freedom.■

There are few joys in life equal to the free-spirited thrill and experience of riding a motorcycle. ■ And that's why it's important for all of us to do our part as responsible riders. By following logical common-sense rules,we can maintain season after season of unparalleled enjoyment of our sport. ■ Always remember to review your Yamaha Motorcycle Owner's Manual before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection. long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Keep it well-maintained and always outfitted in accordance with state and local laws. ■ Provide parental supervision when a motorcycle is being operated by a minor. Every motorcycle rider should be aware of the limits of his or her skills, experience and ability, and ride accordingly. ■ Beginners should be extremely cautious, and allow extra time and distance for manuevering and braking. All riders should ride well within the limits of their abilities, never beyond them. ■ Please remember to "Tread Lightly." Always ride in a responsible manner, respecting the environment as well as all state and local laws. ■ Ride responsibly, and remember: motorcycle riders, as well as motorists, must practice defensive driving. ■ Do not drink and ride. It is illegal and dangerous. ■ Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-447-4700. ■

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